Link Union Station

Noise and Vibration Study

June 2019







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APPENDICES

Appendix A: Federal Transit Administration Acoustic Modeling Input Data

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Appendix C: Detailed Acoustic Modeling Results





ACRONYMS

CEQA California Environmental Quality Act
CHSRA California High-Speed Rail Authority
CNEL community noise equivalent level

dB decibel

dBA A-weighted decibel

EIR Environmental Impact Report
FRA Federal Railroad Administration
FTA Federal Transit Administration

HSR High-Speed Rail

LAUS Los Angeles Union Station
Ldn day-night average sound level

 $\begin{array}{ll} L_{eq} & & \text{equivalent noise level} \\ L_{max} & & \text{maximum sound level} \end{array}$

LOSSAN Los Angeles-San Diego-San Luis Obispo

Metro Los Angeles County Metropolitan Transportation Authority

Mph Miles per Hour
ML Monitoring Location

NA not applicable

project Link Union Station project
PPV peak particle velocity
RMS root mean square

ROW right-of-way

RTP/SCS Regional Transportation Plan/Sustainable Communities Strategy

SCAG Southern California Association of Governments

VdB velocity in decibels U.S. United States







ES.0 Executive Summary

This noise and vibration study was prepared pursuant to the California Environmental Quality Act (CEQA) to determine the short-term-construction and long-term noise and vibration impacts of the proposed project and the build alternative (which is evaluated separately in this report) and to identify mitigation measures to reduce significant impacts.

FTA's Transit Noise and Vibration Impact Assessment (FTA 2018) manual, FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment (FRA 2012) manual, and California High-Speed Rail Authority's (CHSRA) Environmental Methodology Guidelines (CHSRA 2014) were implemented as the methodology to evaluate the noise and vibration impacts of the regional/intercity rail and high-speed rail (HSR) components of the project, respectively.

To provide a baseline to evaluate the potential for noise and vibration impacts, noise and vibration measurements were conducted at monitoring locations associated with sensitive land uses where sensitive receptors occur near the project. The sensitive receptor locations are used for predictions and represent a cluster of sensitive receptors, which is consistent with FTA/FRA guidance and regulations. The measurements identified that noise and vibration levels in the project study area are consistent with those located near active rail lines and in urban environments.

Operational noise and vibration levels were analyzed for the proposed project and the build alternative in 2026, 2031, and 2040 conditions. A summary of the impacts is as follows:

- 2026 For the 2026 condition, the proposed project or the build alternative would result in moderate impacts on 24 multifamily residences (all at William Mead Homes).
- 2031 For the 2031 condition:
 - o The proposed project would result in moderate impacts on 73 multifamily residences (40 William Mead Homes units and 33 Mozaic Apartment units), and severe impacts on 40 multifamily residences (all William Mead Homes units) and a park adjacent to William Mead Homes.
 - o The build alternative would result in moderate impacts on 76 multifamily residences (40 William Mead Homes units and 36 Mozaic Apartment units), and severe impacts on 40 multifamily residences (all William Mead Homes units) and a park adjacent to William Mead Homes.
- 2040 For the 2040 condition:
 - o The proposed project would result in moderate impacts on 49 multifamily residential units (16 at William Mead Homes and 33 at the Mozaic Apartment units), and severe impacts on 30 multifamily residential units (24 at William Mead Homes and 6 at the Mozaic Apartments) and a park adjacent to William Mead Homes.





o The build alternative would result in moderate impacts on 66 multifamily residential units (24 William Mead Homes units and 42 Mozaic Apartment units), and severe impacts on a park adjacent to William Mead Homes.

A summary of the impact determinations for each of the receptors is below:

- For William Mead Homes, moderate and severe impacts were identified, and upon implementation of Mitigation Measure NV-1 (as described in Section 10.1), operational noise impacts for the proposed project or the build alternative would be reduced to a level less than significant.
- For Mozaic Apartments, moderate and severe impacts were identified; however the Mozaic Apartments were recently constructed, and their design includes building materials to ensure interior noise levels from railroad activity at Los Angeles Union Station (LAUS) are maintained below applicable thresholds. With or without implementation of the proposed project (or the build alternative), interior sound levels are assumed to be 45 dBA Ldn or lower, because noise attenuation measures in the form of thick pane windows and concrete structures (as opposed to other noise absorbing materials) are already in place, as required by the City of Los Angeles. As with the existing train movements at LAUS, with the project, the majority of (e.g., over 80%) the train movements will occur during daytime hours during the peak-period, rather than during nighttime hours when rail activity could result in greater sleep disturbance. For these reasons, impacts would be less than significant.
- The Los Angeles County Men's Central Jail and the Twin Towers Correctional Facility do not have outdoor uses and are not predicted to be subjected to noise levels that exceed severe or moderate noise limits. Additionally, these two facilities are comprised of buildings made from concrete with thick windows. Project interior noise levels are estimated to be at least 20 dB lower than those experienced at the exterior of these structures consistent with USDOT FHWA guidance for interior sound level attenuation which would be similar for railroad noise sources (FHWA 2011). Interior noise levels would be below 45 dBA Ldn, which is a level that the U.S. Environmental Protection Agency (U.S. EPA) has identified as a level that does not interfere with interior activities (e.g., speech and sleeping), and interior noise levels at the facilities would be 45 dBA Ldn or lower for the same reasons described above. A less than significant impact would occur.
- For Metro Senior Housing and One Santa Fe Apartments, no moderate or severe impacts were identified, and a less than significant impact would occur.

No operational vibration impacts would result from the proposed project or the build alternative.

Construction-related noise would exceed FTA's construction noise guidelines at sensitive receptors nearest to the project, including the William Mead Homes and Mozaic Apartments. Mitigation Measure NV-2 (described in Section 10.2) includes provisions for construction of temporary noise barriers around stationary equipment; rerouting truck traffic away from residential areas; siting stationary construction equipment as far away from sensitive land uses as practicable; sequencing construction such that noisy





operations are conducted during the same time period; avoidance of nighttime activity; and use of alternative construction methods, such as drilled piles instead of impact piles to reduce construction-related noise impacts. Although mitigation would reduce construction noise, impacts would still exceed applicable thresholds in some areas, and impacts would remain significant and unavoidable.

Construction-related vibration impacts are also predicted to occur at Mozaic Apartments and William Mead Homes. Mitigation of construction-related vibration impacts would be similar to that for construction-related noise. Upon implementation of Mitigation Measure NV-2 and NV-3 (described in Section 10.2), construction related noise and vibration impacts, as well as associated annoyance related to construction-related noise and vibration impacts would be reduced to a level less than significant.









1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the Link Union Station Project to transform Los Angeles Union Station (LAUS) from a "stub-end tracks station" into a "run-through tracks station" with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region.

1.1 Project Location and Study Area

LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by US-101 to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. Figure 1-1 depicts the regional location and general vicinity of LAUS.

Figure 1-2 depicts the project study area, which encompasses the extent of environmental study associated with potential direct, indirect, and cumulative impacts from implementation of the project. The project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below.

- Segment 1: Throat Segment This segment, known as the LAUS throat, includes the area north of the platforms, from Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains traverse five lead tracks into and out of the rail yard, except for one location near the Vignes Street Bridge where the tracks reduce to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks.
- Segment 2: Concourse Segment This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the Garden Tracks (stub-end tracks where private train cars are currently stored, just north of the platforms and adjacent to the existing Gold Line aerial guideway), the East Portal building, the baggage handling building with aboveground parking areas and access roads, the ticketing/waiting halls, and the pedestrian passageway with connecting ramps and stairways below the rail yard.
- Segment 3: Run-Through Segment This segment is south of LAUS and extends east/west from Alameda Street to the west bank of the Los Angeles River and north/south from Keller Yard to Control Point (CP) Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River, from Keller Yard to CP Olympic, and the "Amtrak Lead Track" connecting the main line tracks with Amtrak's Los Angeles Maintenance Facility. Businesses within the run-through segment are primarily industrial and manufacturing related.





The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

1.2 Proposed Project Overview

The proposed project components are summarized north to south below.

- Throat and Elevated Rail Yard The proposed project includes subgrade and structural improvements in Segment 1 of the project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The proposed project includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and accommodate the planned High-Speed Rail (HSR) system within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The rail yard would be elevated approximately 15 feet. New passenger platforms with individualized canopies would be constructed on the elevated rail yard, with an underlying assumption that the platform infrastructure and associated vertical circulation elements (stairs, escalators, and elevators) would be modified at a later date to accommodate the planned HSR system. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of CP Chavez, the proposed project also includes safety improvements at the Main Street public at-grade crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- Above-Grade Passenger Concourse with New Expanded Passageway The proposed project includes an above-grade passenger concourse with new expanded passageway in Segment 2 of the project study area (concourse segment). The above-grade passenger concourse with new expanded passageway would include space dedicated for passenger circulation, waiting areas, ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The new passenger concourse would create an opportunity for an outdoor, community-oriented space and enhance Americans with Disabilities Act (ADA) accessibility at LAUS. The elevated portion of the above-grade passenger concourse would be located above the rail yard, approximately 90 feet above the existing grade with new plazas east and west of the elevated rail yard (East and West Plazas). The new expanded passageway would be located below the rail yard to provide additional passenger travel-path convenience and options. Amtrak ticketing and baggage check-in services would occur at two locations at the east and west ends of LAUS, and new carousels would be constructed within the new expanded passageway. The above-grade passenger concourse includes a canopy over the West Plaza up to 70 feet in height, with individual canopies that would extend up to 25 feet over each platform. New vertical circulation elements (VCEs) would also be constructed throughout the concourse to





- enhance passenger movements throughout LAUS while meeting ADA and National Fire Protection Association (NFPA) platform egress code requirements.
- Run-Through Tracks The proposed project includes up to 10 new run-through tracks (including a new loop track) south of LAUS in Segment 3 of the project study area (run-through segment). The run-through tracks would facilitate connections for regional/intercity rail trains and HSR trains from LAUS to the main line tracks on the west bank of the Los Angeles River. A "common" viaduct/deck over US-101 and embankment south of US-101, from Vignes Street to Center Street, would be constructed wide enough to support regional/intercity rail run-through service, and future run-through service for the planned HSR system.

The proposed project would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, positive train control (PTC), and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad right-of-way (ROW); additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

1.3 Build Alternative Overview

The primary differences between the proposed project and the build alternative are related to the lead tracks north of LAUS and the new passenger concourse. Compared to the proposed project, the build alternative includes the following:

- Dedicated Lead Tracks North of LAUS The build alternative includes reconstruction of the throat, with two new lead tracks that would be located outside of the existing railroad ROW, facilitating a dedicated track alignment, with a total of seven lead tracks. Reconfiguration of Bolero Lane and Leroy Street would also be required.
- At-Grade Passenger Concourse The build alternative includes an at-grade passenger concourse below the rail yard.

All other infrastructure elements are similar to the proposed project. The components of the build alternative are described north to south below.

• Throat and Elevated Rail Yard – The build alternative accommodates future HSR trains on dedicated lead tracks in the throat segment. The build alternative includes the addition of two new lead tracks for a total of seven lead tracks in the throat segment (with future HSR trains and some express/intercity services using the two western dedicated lead tracks and most regional/intercity trains using the five eastern lead tracks). The rail yard would be elevated approximately 15 feet. New passenger platforms with a grand canopy covering the elevated rail yard would be constructed, with an underlying assumption that the platform infrastructure and associated vertical circulation elements (stairs, escalators, and elevators) would be modified at a later date to accommodate the





planned HSR system. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed under the build alternative. North of CP Chavez, the build alternative also includes safety improvements at the Main Street public at-grade crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.

- At-Grade Passenger Concourse The build alternative includes a new at-grade passenger concourse that would include space dedicated for passenger circulation, waiting areas, ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The at-grade passenger concourse would also create an opportunity for an outdoor, community-oriented space and enhanced ADA accessibility. The at-grade passenger concourse would be constructed below the elevated rail yard. Amtrak ticketing and baggage check-in services would occur at a centralized location where new carousels would be constructed at the concourse level. The at-grade passenger concourse also includes new plazas east and west of the elevated rail yard (East and West Plazas), and a grand canopy that would extend up to 70 feet above the elevated rail yard and West Plaza. New vertical circulation elements would also be constructed throughout the concourse to enhance passenger movements throughout LAUS while meeting ADA and NFPA platform egress code requirements.
- Run-Through Tracks The build alternative includes up to 10 new run-through tracks (including a new loop track) in the run-through segment. All infrastructure south of LAUS is the same as described above for the proposed project.

The build alternative would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, positive train control, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad ROW; additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.





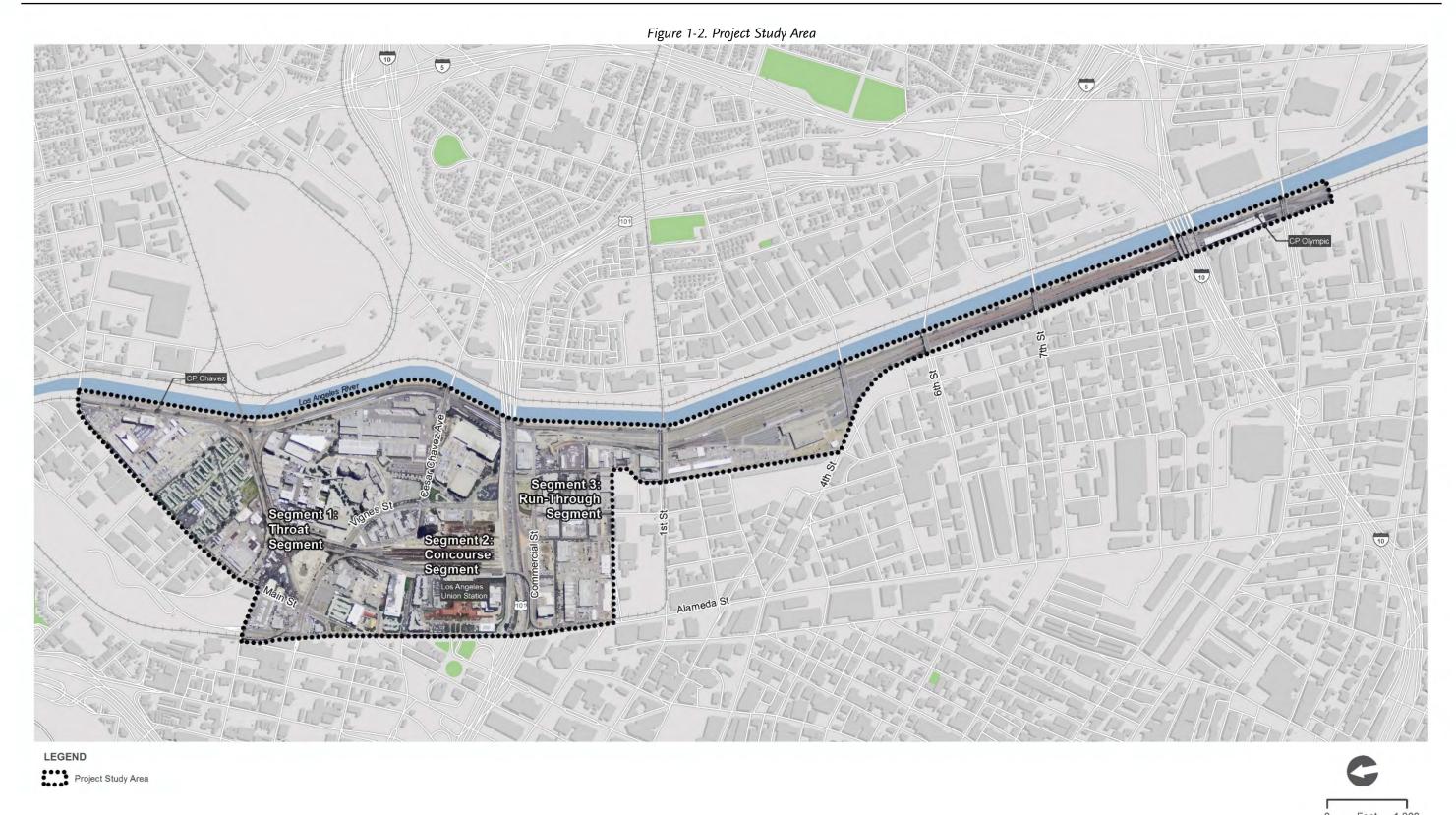
Figure 1-1. Project Location and Regional Vicinity

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1.4 Report Background

This noise and vibration study was prepared to identify potential noise and vibration impacts in accordance with CEQA. The report provides a discussion of the proposed project and the differences associated with the build alternative, the physical setting of the project study area, and the noise and vibration regulatory framework applicable to the project. The assessment identifies the existing noise and vibration conditions and provides an analysis of potential noise and vibration impacts that may occur from short-term construction activities and long-term operation. The track alignment associated with the proposed project or the build alternative is the key infrastructure element that has variations in terms of the construction and operational noise and vibration impact analysis, primarily due to the proximity of proposed infrastructure to sensitive receptors.









2.0 Purpose

The objectives of this study are to:

- 1. Describe the regulatory framework for noise and vibration.
- 2. Describe the methods used for characterizing existing conditions and evaluating construction and operational impacts.
- 3. Determine the short-term construction and long-term noise and vibration impacts of the proposed project and for the build alternative.
- 4. Identify mitigation measures to reduce impacts to the extent feasible.









3.0 Approach

This section describes the overall approach to preparing the noise and vibration impact analysis for construction and operation. The approach includes:

- Acoustic terminology description
- Vibration terminology description
- Methods for assessing operational noise sources
- Operational vibration
- Construction noise
- Construction vibration

FTA's Transit Noise and Vibration Impact Assessment (FTA 2018), as well as FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment (FRA 2012) manuals were followed to evaluate the environmental impacts of the project. Additionally, the operational noise assessment implements the methods provided in CHSRA's Environmental Methodology Guidelines (CHSRA 2014), as applicable. Noise and vibration impacts were assessed using procedures followed by the FTA for regional/intercity rail improvements because FRA defers to FTA procedures for this type of evaluation. Because the project accommodates the planned HSR system, the FRA and CHSRA procedures are also considered.

3.1 Acoustic Terminology

Noise levels are presented on a logarithmic scale to account for the large pressure response range of the human ear. This logarithmic scale is expressed in units of decibels (dB). A dB is defined as the ratio between a measured value and a reference value usually corresponding to the lower threshold of human hearing. The lower threshold of human hearing is defined as 20 micropascals. Typically, a noise analysis examines 11 octave (or 33 1/3 octave) bands ranging from 16 hertz (low) to 16,000 hertz (high). This octave band encompasses the human audible frequency range. Because the human ear does not perceive every frequency with equal loudness, spectrally varying sounds are often adjusted with a weighting filter. The A-weighted filter is applied to compensate for the frequency response of the human auditory system, known as an A-weighted decibel (dBA).

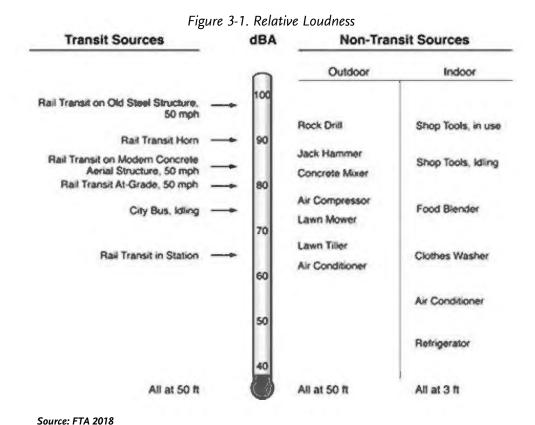
An inherent property of the logarithmic dB scale is that the sound pressure levels of two separate sources are not directly additive. For example, if a sound of 50 dBA is added to another sound of 50 dBA in the proximity, the result is a 3-dB increase, which is a total of 53 dBA and not an arithmetic doubling to 100 dBA. The human ear perceives changes in sound pressure level relative to changes in "loudness." Scientific research demonstrates the following general relationships between sound level and human perception for two sound levels with the same or very similar frequency characteristics:





- One dBA is the practical limit of accuracy for sound measurement systems and corresponds to an approximate 10 percent variation in the sound pressure level. A 1-dBA increase or decrease is a non-perceptible change in sound.
- Three dBA increase or decrease is a doubling (or halving) of acoustic pressure level, and it
 corresponds to the threshold of change in loudness perceptible in a laboratory environment. In
 practice, the average person is not able to distinguish a 3-dBA difference in environmental sound
 outdoors.
- Five dBA increase or decrease is described as a perceptible change in sound level and is a discernible change in an outdoor environment.
- Ten dBA increase or decrease is a tenfold increase or decrease in acoustic pressure level but is perceived as a doubling or halving in loudness (e.g., the average person would judge a 10-dBA change in sound level to be twice or half as loud).

Figure 3-1 depicts estimations of common noise sources and outdoor acoustic environments. It provides the comparison of relative loudness for each of these sources.



Noise levels can be measured, modeled, and presented in various formats. The noise metrics that were employed in this analysis have the following definitions:





- Leq (equivalent noise level): Conventionally expressed in dBA, the Leq is the energy-averaged, A-weighted sound level over a specified time period. It is defined as the steady, continuous sound level over a specified time, which has the same acoustic energy as the actual varying sound levels over the specified period.
- Lmax (maximum sound level): The maximum A-weighted sound level as determined during a specified measurement period. It can also be described as the maximum instantaneous sound pressure level generated by a piece of equipment or during a construction activity.
- Ldn (day-night average sound level): The Ldn is the average, hourly A-weighted Leq for a 24-hour period with a 10 dB penalty added to sound levels occurring during the nighttime hours (10:00 PM to 7:00 AM) to account for individuals' increased sensitivity to noise levels during nighttime hours.
- *CNEL* (community noise equivalent level): CNEL is another average A-weighted L_{eq} sound level measured over a 24-hour period; however, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours. A CNEL noise measurement is obtained after adding 5 dB to sound levels occurring during evening hours (7:00 PM to 10:00 PM) and 10 dB to noise levels occurring during nighttime hours (10:00 PM to 7:00 AM).

3.2 Vibration Terminology

As noted in the FTA's *Noise and Vibration Impact Assessment* (FTA 2018), both train operations and construction activities can be a source of groundborne vibration. As discussed above, FRA has adopted FTA's procedures and guidance for this vibration impact assessment. During the construction phase, activities such as driving piles and operating heavy equipment may cause groundborne vibration. Due to the weight of train equipment, the operation of trains can also cause groundborne vibration. Vibration is an oscillatory motion, which can be described in terms of displacement, velocity, or acceleration. Velocity or acceleration is typically used to describe vibration. The following two descriptors are frequently used when discussing quantification of vibration:

- Peak particle velocity (PPV): the maximum instantaneous positive or negative peak of the vibration signal
- Root mean square (RMS): the square root of the average of the squared amplitude of the vibration signal, which is typically calculated over a 1-second period

3.3 Methods for Assessing Operational Noise Sources

3.3.1 Rail Noise

The steps described in the FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018), as well as the FRA's *High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual* (FRA 2012) was followed to evaluate the environmental impacts of the project. Additionally, the operational noise assessment implements the methods provided in California High-Speed Rail Authority's (CHSRA)





Environmental Methodology Guidelines (CHSRA 2014). FTA and FRA methodology identifies a noise screening procedure, a general noise assessment, and a detailed noise assessment, which are outlined below.

- Noise Screening Procedure Following the FTA and FRA noise screening procedure, the project type was identified (e.g., commuter rail main line, commuter rail station, HSR main line, and HSR station). Project-to-receiver screening distances are provided in the manuals for each of these project types. Adjustments to the generic screening distances are made to suit a particular project using the methodology in Section 5 of the FTA manual and Chapter 4 of the FRA manual (FTA 2018 and FRA 2012). For the project, the largest (i.e., longest) project-to-receiver screening distance identified is associated with the commuter rail main line activity. FTA indicated that the potential for noise impacts beyond 750 feet is minimal for commuter rail main line activity (FTA 2018). Receivers outside of this distance do not require further noise analysis. Receivers within the screening distance are carried forward for the general noise assessment.
- General Noise Assessment Following this methodology, the existing noise level and the project noise level are estimated and compared with the impact criteria contained in the manual. The estimations include parameters such as project type and location of alternatives, representative noise-source levels, design speed, and time and frequency of operation. Because severe noise impacts were identified as part of the general noise assessment for rail noise, the noise analysis then proceeded to the more detailed noise assessment.
- Detailed Noise Assessment Following FTA's and FRA's detailed noise assessment methodology, the noise impacts associated with the project were quantified through an in-depth analysis. The methodologies outlined in Section 4.5 of the FTA manual and Chapter 5 of the FRA manual (FTA 2018 and FRA 2012) were used to calculate the Ldn noise levels attributable to train operations on the rail alignment under the existing, future-no-project, and future-with-project scenarios (project-related contribution). Receivers of interest (i.e., potential noise-sensitive receptors) were selected using the guidance provided in Section 4.5 of the FTA manual, which is very similar to the guidance in the FRA manual for the planned HSR system (FTA 2018 and FRA 2012).

The project requires a Detailed Noise Assessment. The noise modeling effort associated with the detailed noise assessment accounted for the construction fleet and duration to construct the proposed project and the build alternative, as well as the number of train movements anticipated to pass through LAUS during daytime and nighttime hours throughout operation. The following assumptions were made as part of the detailed noise assessment.

- The typical train speed along the alignment(s) through the project study area north of the station and for trains running before connecting to the main line tracks would be limited to 20 to 25 miles per hour (mph). For this analysis, 25 mph was used.
- Train speeds at LAUS would be 15 mph and are assumed to increase up to 30 mph after trains exit LAUS terminal tracks.





- Future train movements and consists (e.g., the number of locomotives and cars per train movement anticipated to pass through LAUS) are based off those provided in the *Link US Rail Planning Technical Memorandum* (HDR 2018).
- There are two private at-grade rail crossings southwest of the "wye," where trains enter and exit LAUS in the throat segment near William Mead Homes. Operationally, the use of horns for trains entering and exiting the station is restricted, unless workers are present on the ground or if the locomotive engineer judges a situation to be a safety issue. The two private at-grade rail crossings are at a location that triggers safety issues because they are located along a blind curve. In 2018, Metro conducted a train horn use study (independent of this report) to identify the percentage of trains using a horn at these crossings (Metro 2018). The general approach of this study included 1 day of train traffic monitoring near the at-grade crossings to identify when a train horn was used. At the time of hearing a train horn, a basic noise measurement of the horn level was conducted using a cell phone. This study identified that 44 percent of trains sound their horns at the two private at-grade rail crossings. Consistent with the data obtained by Metro, for the purposes of this report, noise modeling assumes that 44 percent of trains utilizing tracks that intersect these two private at-grade crossings would continue to use horns as they approach the blind turn in the future.
- At the Main Street public at-grade rail crossing, the same train horn study referenced above identified that 100 percent of trains sound their horn at this crossing. Therefore, consistent with the data obtained by Metro, for the purposes of this report, the noise modeling assumes that 100 percent of trains use horns at the Main Street crossing. Upon implementation of a Quiet Zone by the City of Los Angeles, the improvements may help to reduce noise at William Mead Homes in the future. It is currently unknown when a quiet zone at this location will be approved by the California Public Utilities Commission; therefore, reduced noise levels resulting from implementation of a quiet zone at this location are only considered as part of the cumulative noise impact evaluation.
- The future noise exposure would be the combination of the existing noise exposure and the additional project-related noise exposure. Train movement volumes are projected to increase in the future as identified in the *Link US Rail Planning Technical Memorandum* (HDR 2018) provided as an appendix to this report, and these increases are defined as project-related operational noise sources where there are existing tracks in operation. These train movements are incorporated into the noise modeling conducted for 2026, 2031, and 2040. The 2026 and 2031 years correspond to the two major phases of project implementation (interim condition and full build-out condition), and the 2040 condition corresponds to the horizon years and timeframe for corresponding service goals and objectives of multiple statewide plans and mandates. A summary of the project-related capacity enhancements associated with each scenario is provided below:
 - o 2026: Two new regional/intercity rail run-through tracks from Platform 4 at LAUS (interim condition)





- o 2031: All regional/intercity rail improvements at LAUS including the reconstructed throat, elevated rail yard and new passenger concourse, and up to ten run-through tracks (full build-out condition)
- o 2040: Full operation of HSR service at LAUS
- Where there are no tracks currently in operation, such as areas just south of LAUS, the train movements for 2026, 2031, and 2040 are treated as a new noise source.
- In 2026, as part of the proposed project or the build alternative, the following assumptions were incorporated into the noise modeling:
 - o Some Metrolink trains that provide service to/from south of LAUS would use the new run-through tracks to access the station.
 - o Amtrak Pacific Surfliner trains operating to and from the south would use the run-through tracks as well (subject to schedule coordination with Metrolink trains using the same tracks). This would reduce the total number of trains operating in the throat area.
 - o Amtrak long-distance trains would continue to access LAUS from the north as they currently do.
- In 2031, as part of the proposed project or the build alternative, the following assumptions were incorporated into the noise modeling:
 - o Amtrak Pacific Surfliner trains departing to or arriving from locations south of LAUS would use the run-through-tracks.
 - o Because access to the Amtrak Los Angeles Maintenance Facility cannot be accomplished via the new run-through tracks, it is assumed that all Amtrak long-distance trains and 60 of the daily Amtrak Pacific Surfliner trains (approximately two thirds of all trains) would access the Amtrak Los Angeles Maintenance Facility as they currently do from the north through the throat segment and then follow tracks south along the west side of the Los Angeles River.
- In 2040, as part of the proposed project or the build alternative, the following assumptions were incorporated into the noise modeling:
 - o The majority of the Metrolink trains accessing LAUS from the north would need to utilize the tracks on the east bank of the Los Angeles River to accommodate HSR service anticipated to be in operation. From there, the trains would cross using the northernmost bridge to access the throat.
 - o Because access to the Amtrak Los Angeles Maintenance Facility cannot be accomplished via the new run-through tracks, it is assumed that all Amtrak long-distance trains and 60 of the daily Amtrak Pacific Surfliner trains would access the Amtrak Los Angeles Maintenance Facility as they currently do from LAUS north through the throat and then utilizing tracks south along the west bank of the Los Angeles River.





- o North of LAUS, Amtrak Pacific Surfliner trains would continue to use the tracks on the west bank of the Los Angeles River.
- o Metrolink and Amtrak trains are assumed to be operating using diesel fuel, and for safety purposes, would continue to use horns at private crossings in the throat segment.
- Because actual train schedules have not been prepared by the rail operators for the years of analysis (2026, 2031, and 2040), it is not possible at this time to calculate a peak daytime noise level for "daytime use only" noise-sensitive land uses, such as parks; therefore, the daytime Leq is used to assess "daytime use only" impacts on noise-sensitive land uses.
- For construction-related impacts, activities in the concourse segment (Segment 2) and run-through segment (Segment 3) would generally involve the same noise-generating activities for the proposed project or the build alternative; however, the quantity of excavation and related truck trips would be greater for the build alternative due to the at-grade concourse compared with the proposed project and the above-grade passenger concourse with —new expanded passageway.

Appendix A of this report provides a summary of the fundamental equations used for this analysis. Appendix A also provides the noise model input assumptions and the output (i.e., calculated noise levels) of the rail noise analysis.

3.3.2 Three-Dimensional Predictive Model

Operational sound levels can be assessed using the FTA/FRA spreadsheet models; however, efficiencies can be gained by implementing "off-the-shelf" acoustic modeling software that implements the calculation methods of the FTA/FRA spreadsheets. Additionally, analysis of complex rail operations, such as loop tracks, are not easily accomplished via the spreadsheet models. Therefore, for this assessment, three-dimensional off-the-shelf predictive models, such as SoundPLAN software, were used to calculate rail noise levels implementing the FTA/FRA methods for regional/intercity rail, light-rail transit, and HSR trains. These modeling programs conform to the FTA/FRA standard for rail noise sources. The SoundPLAN model includes an array of data inputs, such as sound sources, topography, buildings, and ground characteristics, such as paved areas and vegetated areas. The following steps were taken to implement the FTA/FRA standard for rail noise sources in SoundPLAN:

- FTA/FRA spreadsheets were used to identify some source terms (i.e., noise levels) for each train set that would operate on a given rail line at 50 feet.
- Each train configuration (i.e., Metrolink, Amtrak Pacific Surfliner, Amtrak long distance, and HSR) and the number of train movements on a given track location were entered into SoundPLAN. The resultant level was compared against the items developed in Step A to ensure consistency.
- Each source term was applied to specific rail lines based on estimates of train movements for 2026, 2031, and 2040 as outlined in the *Link US Rail Planning Technical Memorandum* (HDR 2018), which included a mix of Metrolink regional rail trains, Amtrak Pacific Surfliner and long-distance trains, and HSR trains. The years 2026 and 2031 correspond to the two





major phases of project implementation (interim condition and full build-out condition). The year 2040 corresponds to the horizon years and corresponding service goals and objectives of multiple statewide plans and mandates.

- The proposed project and the build alternative scenarios were modeled utilizing each specific track alignment and configuration, and estimated train movements for each independent rail operator (Metrolink, Amtrak, and CHSRA).
- Idling train noise was calculated via point sources in the SoundPLAN model, and the source terms were generated using FTA's methods (FTA 2018). Attenuation impacts of the point sources were calculated implementing the International Organization for Standardization's standard International Organization for Standardization 9613-2 *Acoustics Attenuation of Sound during Propagation Outdoors* (International Organization for Standardization 1996).
- Modeling included terrain contours to capture terrain changes, including those associated with the
 elevated rail yard under the proposed project or the build alternative. Buildings were modeled as
 three-dimensional shapes to capture attenuation impacts. Although there are small patches of
 grass and dirt in the project study area, the noise predictions conservatively assume a uniformly
 hard and acoustically reflective surface like that of a paved area.

Operational noise levels were compared with the relevant noise impact criteria identified in Section 4.0. Noise levels associated with special trackwork, such as crossovers, were also included in this assessment for sensitive receptors located within 200 feet of the proposed project or build alternative alignment. Although the CHSRA *Environmental Methodology Guidelines* exclude these potential sound and vibration sources (CHSRA 2014), because regional/intercity rail trains are evaluated, these sources are considered in this assessment

3.3.3 Wheel/Rail Noise

Wheel squeal is the noise produced by wheel-rail interaction, particularly on a curve where the radius of curvature is smaller than allowed by the separation of the axles in a wheel set. Wheel squeal has not been included in the noise projections because wheel squeal is highly variable, which makes accurate projections difficult. However, the FTA and FRA manuals indicate that standard steel wheel on steel rail systems tend to initiate curve squeal at curves with radii less than 100 times the truck wheelbase (FTA 2018 and FRA 2012).

For the trains in the project study area, assuming a truck wheelbase of 9 feet, wheel squeal would initiate on curves with a radius of 900 feet or less. North of LAUS, the planned track curvature for the proposed project or the build alternative have radii of less than 900 feet, which is similar to the existing curves in this area. Measurements in this area were used to identify existing occurrences of wheel squeal at nearby noise-sensitive land uses, such as William Mead Homes. South of LAUS, the proposed curvature would also have radii of less than 900 feet; however, no noise-sensitive receptors occur within the screening distance (Section 3.3.1).





3.3.4 Traffic Noise

Based on the low trip generation and the existing background traffic counts, no modeling of vehicular traffic noise was undertaken as part of this analysis (see *Link US Traffic Impact Assessment, Appendix D of this EIR*).

3.4 Operational Vibration

The FTA and FRA procedures for a general operational vibration assessment (as outlined in Section 6 of the FTA manual and Chapter 8 of the FRA manual) were used for this analysis (FTA 2018 and FRA 2012). The FTA/FRA assessment procedure requires the following data:

- **Number of daily vibration events** The number of daily events was classified as frequent because there would be over 70 vibration events of the same kind per day.
- Receiver land use designation (categories specified above) Category 2 (for the residences) or Category 3 (parks, schools, daycare) land use designations were used for all of the receivers analyzed.
- Vibration source levels The source levels were derived from Figure 6-4 of the FTA manual (FTA 2018) using the curve for "locomotive-powered passenger or freight" and Table 8-1 of the FRA manual (FRA 2012).
- **Distance from source to receiver (building) footprints** The distance between the source (i.e., rail centerline) and the receiver was measured using geographic information system.
- Train speed, suspension, wheel condition (worn or flat-spots), and track condition Train speed estimates would range from 20 to 25 mph. Because the train types are regional/intercity rail and HSR, the train's wheels were assumed to be in good condition (i.e., no flat spots).
- Number of floors above grade to the receiver The upper floors of the Mozaic Apartments and William Mead Homes were considered relative to the project-related source of potential noise and vibration.
- Soil characteristics of ground between the vibration source and receiver Soil propagation characteristics were assumed to be normal (rather than efficient) based on the State Soil Geographic database for California (National Cooperative Soil Survey 2011). Typical vibration-sensitive structures were assumed to be large masonry buildings based on field observations.
- Receiver construction/foundation type and description, including whether it is fragile or extremely fragile Using the generalized ground surface vibration curve, the RMS velocity level data at the receiver distance of interest were adjusted based on the factors affecting the source, factors affecting the vibration path, and factors affecting the receiver, as specified in FTA manual (FTA 2018). Structure types and associated adjustments were also obtained from the FTA manual (FTA 2018).





The potential for damage to adjacent architectural resources as a result of project-related operational vibration was analyzed in addition to the modeled noise- and vibration-sensitive receivers. Following FTA methodology, the potential for vibration damage and annoyance was assessed at sensitive land uses within.

3.5 Construction Noise

Noise from construction activity is generated by the broad array of powered, noise-producing mechanical equipment used in the construction process. This equipment ranges from hand-held pneumatic tools to excavators, loaders, a variety of trucks, and tie and rail handling equipment. To assess potential noise impacts from construction, this noise analysis used the methodology in Section 7 of the FTA manual and Chapter 10 of the FRA manual, which are identical to one another (FTA 2018 and FRA 2012).

The noise exposure at a receiver location was calculated from the dB addition of all operating construction equipment using the equations and methodology described in the FTA/FRA manuals (FTA 2018 and FRA 2012). For example, the attenuation rate used as a point source was 6 dB per doubling of distance. The intervening ground was generally hard surfaced; therefore, any additional reduction from ground impacts was negligible. Where applicable, shielding effects from intervening structures were accounted for using the same shielding calculations used in the rail noise analysis (FTA 2018 and FRA 2012).

Table 7-1 of the FTA manual presents the construction source noise emission levels at a reference distance of 50 feet (FTA 2018). The noise emission levels for construction equipment planned to be on site is indicated in Table 8-5. Construction equipment used in the analysis included trucks, loaders, rollers, mobile cranes, ballast tampers, generators, and other items. The range in noise levels typically generated by the equipment assumed for the analysis ranges from 74 dBA Leq (e.g., water trucks) to 101 dBA Leq (e.g., impact pile driver) at a distance of 50 feet.

3.6 Construction Vibration

To assess potential vibration impacts from construction, this vibration analysis used the methodology contained in Section 7.2 of the FTA manual and Chapter 10.2 of the FRA manual, which are identical to one another (FTA 2018; FRA 2012). The potential for damage to structures from project-related construction vibration was analyzed for the sensitive receivers discussed above. Vibration source levels for a variety of typical construction equipment types are outlined in Table 7-4 of the FTA manual (reproduced in this report as Table 3-1), in terms of PPV in inches per second at a reference distance of 25 feet from the source and velocity in decibels (VdB) at 25 feet (FTA 2018 and FRA 2012). For this analysis, the source of typical vibration levels for an impact pile driver (0.644 inch per second PPV) and vibratory roller (0.210 inch per second PPV) was utilized.



| Table 3-1. Typical Construction Equipment Vibration Levels | | | | | | |
|--|---------------------------------|----------------------------------|-----|--|--|--|
| Equipment/Source | PPV at 25 Feet (inch/second) | Approximate LVa at 25 Feet | | | | |
| Pile driver (impact) | Upper range | 1.518 | 112 | | | |
| | Typical | 0.644 | 104 | | | |
| Pile driver (vibratory) | Upper range | 0.734 | 105 | | | |
| | Typical | 0.170 | 93 | | | |
| Clam shovel drop (slurry wall) | - | 0.202 | 94 | | | |
| Hydromill (slurry wall) | In soil | 0.008 | 66 | | | |
| | In rock | 0.017 | 75 | | | |
| Vibratory roller | - | 0.210 | 94 | | | |
| Hoe ram | - | 0.089 | 87 | | | |
| Large bulldozer | - | 0.089 | 87 | | | |
| Caisson drilling | - | 0.089 | 87 | | | |
| Loaded trucks | - | 0.076 | 86 | | | |
| Jackhammer | - | 0.035 | 79 | | | |
| Small bulldozer | _ | 0.003 | 58 | | | |

Source: FTA 2018

Notes:

 $\textit{L}_{\textit{v}} = \textit{vibration velocity level}; \ \textit{RMS} = \textit{root mean square}; \ \textit{PPV} = \textit{peak particle velocity}; \ \textit{VdB} = \textit{velocity in decibels}$





^a RMS VdB reference 1 microinch per second

3.6.1 Approach to Project Noise and Vibration Analysis

The most prominent areas where operational noise and vibration levels are variable for the proposed project and the build alternative is in the throat segment, near William Mead Homes, due to the variation in track alignment (shared tracks or dedicated tracks). Train movements through LAUS in the 2026, 2031, and 2040 conditions would be the same for the proposed project or the build alternative, and would be substantially higher than existing levels (HDR 2018).

For the proposed project and the build alternative, the detailed construction scenarios and equipment information developed in April 2018 was used to estimate noise and vibration levels for the construction activities having the most daily equipment usage (i.e., daily engine hours). The construction-related noise and vibration impacts are anticipated to be the same for both the proposed project and the build alternative considered; however, construction activities associated with build alternative would be slightly closer to some sensitive receptors at William Mead Homes.





4.0 Noise/Vibration Criteria

4.1 Noise Impact Criteria

4.1.1 Federal Regulations and Guidelines

Several federal laws and guidelines are relevant to the assessment of ground transportation noise and vibration impacts and are applicable to the project:

- The Noise Control Act of 1972 (42 United States [U.S.] Code § 4910) was the first comprehensive statement of national noise policy. It declared that "it is the policy of the U.S. to promote an environment for all Americans free from noise that jeopardizes their health or welfare."
- The FTA Transit Noise and Vibration Impact Assessment Manual (U.S. Department of Transportation FTA 2018) provides the methodology and impact criteria applicable to conventional passenger rail and transit components associated with the project.
- The FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment (FRA 2012) provides the methodology and impact criteria applicable to high speed rail components associated with the project.

FTA published a newly revised noise and vibration impact assessment manual in 2018. The FRA impact assessment guidance is primarily to address noise and vibration from projects with train speeds of 90 to 250 mph, while providing reference to the FTA manual for projects with conventional train speeds below 90 mph. The impact criteria in both guidance documents are based on the goal of maintaining a noise environment considered acceptable for land uses, where noise may have an impact. The noise exposure is measured in terms of the Ldn for residential land uses or in terms of the hourly equivalent sound level for other land uses.

The FTA states that in cases where changes are proposed to an existing transit system, its cumulative noise criteria can be used (FTA 2018). In the case of this project, the cumulative noise criteria are appropriate in most areas, as the existing facility is being modified with an exception being the area immediately south of the station where the new run-through tracks would be constructed.

In FTA's Transit Noise and Vibration Impact Assessment Manual (FTA 2018) and FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment Manual (FRA 2012), noise impact criteria for operation of rail facilities are based on the change in outdoor noise exposure using a sliding scale with three land use categories and three degrees of impact. The criteria were established to reflect a heightened community annoyance caused by late-night, or early-morning service, as well as communities' varying sensitivity to noise from projects during different ambient noise conditions.





For operational rail noise, FTA's and FRA's three land use categories are as follows:

- *Noise Category 1* Tracts of land where quiet is an essential element in their intended purpose, such as outdoor amphitheaters, concert pavilions, and National Historic Landmarks with significant outdoor use.
- *Noise Category 2* Residences and buildings where people normally sleep, including homes, hospitals, and hotels.
- *Noise Category 3* Institutional land uses (i.e., schools, places of worship, libraries) with use typically during the daytime and evening. Other uses in this category can include medical offices, conference rooms, recording studios, concert halls, cemeteries, monuments, museums, historical sites, parks, and recreational facilities.

The three categories are determined from general land use information about each receiver. No Category 1 receivers are located within 1 mile of the proposed alignments, which is well beyond the typical FTA screening distance for noise or vibration impacts. Outdoor hourly L_{dn} applies to Category 2, whereas outdoor hourly L_{eq} applies to Category 3.

Noise impacts on Category 2 and Category 3 land uses as a result of a project are assessed by comparing existing and future project-related outdoor noise levels. Figure 4-1, Figure 4-2, and Figure 4-3 illustrate the FTA noise impact criteria as they relate to each land use category. As shown on Figure 4-1, the criterion for each degree of impact is based on a sliding scale dependent on the existing noise exposure and the increase in noise exposure attributable to the project. Figure 4-1 shows project based noise impact criteria, and Figure 4-2 and Figure 4-3 illustrate cumulative noise impact criteria. Based on FTA/FRA criteria, potential noise impacts fall into three types: no impact, moderate impact, and severe impact (FTA 2018 and FRA 2012). The impact categories are described further below:

- **No impact** A project on average would result in an insignificant increase in the number of instances where people are highly annoyed by new noise. No impact typically corresponds to a less than significant impact under CEQA.
- *Moderate impact* The change in cumulative noise is noticeable to most people but may not be sufficient to cause strong, adverse community reactions. A moderate impact typically corresponds to a less than significant impact under CEQA.
- Severe impact A significant percentage of people would be highly annoyed by the noise, perhaps resulting in vigorous community reaction. A severe impact typically corresponds to a significant impact under CEQA.





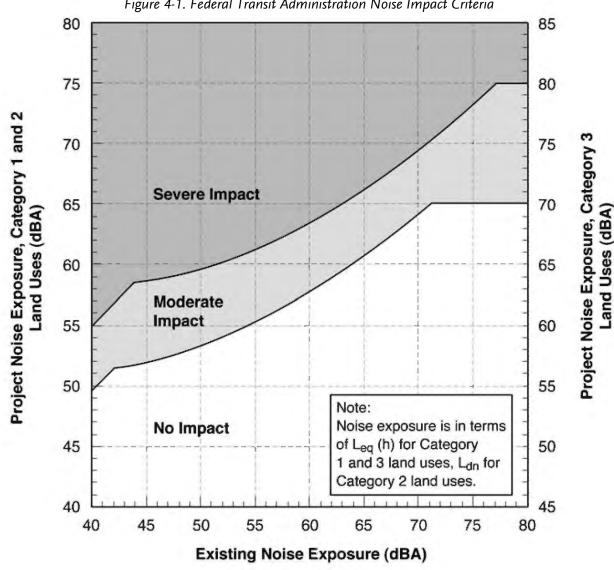
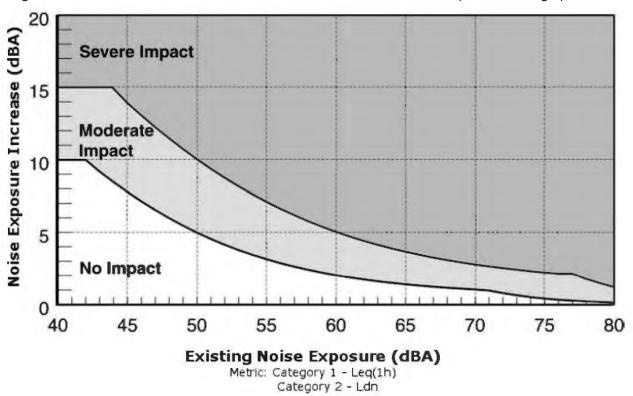


Figure 4-1. Federal Transit Administration Noise Impact Criteria

Source: FTA 2018



Figure 4-2. Federal Transit Administration Cumulative Noise Levels Allowed by Criteria Category 2 Lands



Source: FTA 2018





25 Noise Exposure Increase (dBA) Severe Impact 20 Moderate Impact 15 10 No Impact 5 0 50 55 60 70 40 45 65 75 80 Existing Noise Exposure (dBA) Metric: Category 3 - Leg(1h)

Figure 4-3. Federal Transit Administration Cumulative Noise Levels Allowed by Criteria Category 3 Lands

Source: FTA 2018

Using FTA's sliding impact criterion for Category 2 receivers, an existing environment of 50 dBA L_{dn} would experience a moderate impact if the rail project creates a noise exposure of approximately 53 dBA to 59 dBA L_{dn} or if there is an increase of 9 to 15 dB (Table 4-1). Section 7.0 contains tables listing suggested construction noise impact criteria depending upon the level of detail/understanding of the construction phase (FTA 2018). For the more detailed approach applicable to the project, the FTA's guidelines for assessment of construction noise shown in Table 4-2 are suggested for use due to different noise levels for daytime and nighttime construction. Daytime is defined as 7:00 AM to 10:00 PM, and nighttime is defined as 10:00 PM to 7:00 AM.



Table 4-1. Noise Levels Defining Impact for Federal Transit Administration/Federal Railroad Administration Projects

| Existing Noise | Project Noise Impact Exposure (dBA) | | | | | | |
|---------------------------|---|-----------------------|-----------------|---|-----------------------|---------------|--|
| Exposure (dBA) | Category 1 (L | eq (1 hour)) oı | · 2 (Ldn) Sites | Category | (1hour)) | | |
| Leq (1 hour) or Ldn | No Impact | Moderate Impact | Severe Impact | No Impact | Moderate Impact | Severe Impact | |
| <43 | <ambient+10< td=""><td>Ambient + 10 to 15</td><td>>Ambient+15</td><td><ambient+15< td=""><td>Ambient + 15 to 20</td><td>>Ambient+20</td></ambient+15<></td></ambient+10<> | Ambient + 10 to 15 | >Ambient+15 | <ambient+15< td=""><td>Ambient + 15 to 20</td><td>>Ambient+20</td></ambient+15<> | Ambient + 15 to 20 | >Ambient+20 | |
| 43 | <52 | 52-58 | >58 | <57 | 57-63 | >63 | |
| 44 | <52 | 52-58 | >58 | <57 | 57-63 | >63 | |
| 45 | <52 | 52-58 | >58 | <57 | 57-63 | >63 | |
| 46 | <53 | 53-59 | >59 | <58 | 58-64 | >64 | |
| 47 | <53 | 53-59 | >59 | <58 | 58-64 | >64 | |
| 48 | <53 | 53-59 | >59 | <58 | 58-64 | >64 | |
| 49 | <54 | 54-59 | >59 | <59 | 59-64 | >64 | |
| 50 | <54 | 54-59 | >59 | <59 | 59-64 | >64 | |
| 51 | <54 | 54-60 | >60 | <59 | 59-65 | >65 | |
| 52 | <55 | 55-60 | >60 | <60 | 60-65 | >65 | |
| 53 | <55 | 55-60 | >60 | <60 | 60-65 | >65 | |
| 54 | <55 | 55-61 | >61 | <60 | 60-66 | >66 | |
| 55 | <56 | 56-61 | >61 | <61 | 61-66 | >66 | |
| 56 | <56 | 56-62 | >62 | <61 | 61-67 | >67 | |
| 57 | <57 | 57-62 | >62 | <62 | 62-67 | >67 | |
| 58 | <57 | 57-62 | >62 | <62 | 62-67 | >67 | |
| 59 | <58 | 58-63 | >63 | <63 | 63-68 | >68 | |
| 60 | <58 | 58-63 | >63 | <63 | 63-68 | >68 | |





Table 4-1. Noise Levels Defining Impact for Federal Transit Administration/Federal Railroad Administration Projects

| Existing Noise | Project Noise Impact Exposure (dBA) | | | | | | |
|---------------------------|-------------------------------------|--------------------|-----------------|-----------------------------|--------------------|---------------|--|
| Exposure (dBA) | Category 1 (L | eq (1 hour)) o | r 2 (Ldn) Sites | Category 3 Sites (Leq (1hou | | (1hour)) | |
| Leq (1 hour) or Ldn | No Impact | Moderate Impact | Severe Impact | No Impact | Moderate Impact | Severe Impact | |
| 61 | <59 | 59-64 | >64 | <64 | 64-69 | >69 | |
| 62 | <59 | 59-64 | >64 | <64 | 64-69 | >69 | |
| 63 | <60 | 60-65 | >65 | <65 | 65-70 | >70 | |
| 64 | <61 | 61-65 | >65 | <66 | 66-70 | >70 | |
| 65 | <61 | 61-66 | >66 | <66 | 66-71 | >71 | |
| 66 | <62 | 62-67 | >67 | <67 | 67-72 | >72 | |
| 67 | <63 | 63-67 | >67 | <68 | 68-72 | >72 | |
| 68 | <63 | 63-68 | >68 | <68 | 68-73 | >73 | |
| 69 | <64 | 64-69 | >69 | <69 | 69-74 | >74 | |
| 70 | <65 | 65-69 | >69 | <70 | 70-74 | >74 | |
| 71 | <66 | 66-70 | >70 | <71 | 71-75 | >75 | |
| 72 | <66 | 66-71 | >71 | <71 | 71-76 | >76 | |
| 73 | <66 | 66-71 | >71 | <71 | 71-76 | >76 | |
| 74 | <66 | 66-72 | >72 | <71 | 71-77 | >77 | |
| 75 | <66 | 66-73 | >73 | <71 | 71-78 | >78 | |
| 76 | <66 | 66-74 | >74 | <71 | 71-79 | >79 | |
| 77 | <66 | 66-74 | >74 | <71 | 71-79 | >79 | |
| >77 | <66 | 66-75 | >75 | <71 | 71-80 | >80 | |

Notes:

dBA=velocity in decibels; L_{eq} =equivalent noise level; L_{dn} = day-night average sound level





| Table 4-2. Prescriptive Federal Transit Administration Construction Noise Assessment Guidelines | | | | | | |
|---|--------|-----------|--------------------|--|--|--|
| H I | 8-Hour | Leq (dBA) | 30-Day Average Ldn | | | |
| Land Use | Day | Night | (dBA) | | | |
| Residential | 80 | 70 | 75ª | | | |
| Commercial | 85 | 85 | 80 ^b | | | |
| Industrial | 90 | 90 | 85 ^b | | | |

Source: FTA 2018

Notes:

- a In urban areas with very high ambient noise levels (Ldn greater than 65 dB), Ldn from construction operations should not exceed existing ambient + 10 dB.
- b 24-hour Leq, not Lan

dBA=velocity in decibels; Leq=equivalent noise level; Ldn= day-night average sound level

4.1.2 State Regulations

At the state level, the California Noise Control Act was enacted in 1973 (Health and Safety Code Section 46010, et seq.). It provides for the Department of Health Services' Office of Noise Control to offer assistance to local communities developing local noise control programs and work with the Office of Planning and Research to provide guidance for the preparation of the required noise elements in city and county general plans, pursuant to Government Code Section 65302(f).

CEQA (Section 21000, et seq.) is a state statute passed in 1970. CEQA requires state and local agencies to identify the significant environmental impacts of their actions, including potential impacts from noise and vibration and avoid or mitigate those impacts when feasible.

The State of California has established land use compatibility criteria that provide guidance on the compatibility of different types of land uses based upon the existing community noise level. These guidelines are often adopted by city and county agencies for land use planning purposes. However, the State of California has not adopted specific noise criteria that are applicable to rail projects. Therefore, the noise impact assessment is based on the guidelines provided by FTA and FRA.

4.1.3 Local Regulations

The project is located in the City of Los Angeles. The City of Los Angeles' municipal code noise regulations are generally not applicable to operational noise from the project; however, construction noise is restricted via Section 41.40 of the municipal code, which stipulates that:

No person shall, between the hours of 9:00 PM and 7:00 AM of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the





disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and wilfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

The City may provide permission to work outside of these hours where it is in the public interest, or where a hardship, injustice, or unreasonable delay would result from its interruption during the hours provided in Section 41.40 of the Municipal Code.

4.2 Vibration

4.2.1 Federal Regulations

The evaluation of vibration impact levels, stated as VdB, is based on the land use category and the number of vibration events per day. The impact level also depends on the type of analysis being conducted (i.e., groundborne vibration or groundborne noise).

The FTA manual provides guidelines to assess human response to different levels of groundborne noise and vibration, as shown in Table 4-3. There are no Category 1 land uses considered within the screening distance (Section 3.3.1). The majority of vibration-sensitive land uses in the project study area are Category 2 land uses. The term "frequent events" is defined as more than 70 vibration events per day, while the term "infrequent events" is defined as less than 70 vibration events per day.

For areas where existing vibration levels exceed the thresholds provided in Table 4-3, FTA and FRA have identified that an impact would occur if the project vibration levels result in an increase of 3 VdB or more.

Groundborne noise is normally not a consideration when trains are at grade (i.e., not underground). In these situations, the airborne noise is the major consideration. Groundborne noise generally becomes an important consideration for subways or other projects in which part of the alignment includes a tunnel.

FTA and FRA construction-related vibration guidelines call for investigation of the potential for vibration-induced damage to fragile or extremely fragile buildings (FTA 2018 and FRA 2012). Damage to a building is possible (but not necessarily probable) if ground vibration levels exceed the following criteria:

- Exceeds 0.20-inch-per-second PPV (approximately 100 VdB) for fragile buildings
- Exceeds 0.12-inch-per-second PPV (approximately 95 VdB) for extremely fragile buildings

No fragile or extremely fragile buildings are located within the screening distance (Section 3.3.1) to the project study area. Table 4-3 presents the groundborne vibration and noise impact criteria.

Construction vibration is assessed based on the potential for damage and the likelihood of annoyance. FTA and FRA indicate engineered concrete and masonry structures have damage criteria of 0.3 PPV (inches per





second). To assess the potential for construction vibration annoyance, the same vibration thresholds as those identified in Table 4-3 for operational vibration are applied.

| | Groundborne Vibration Impact Levels (VdB re 1 micro inch/second) | | | Groundborne Noise Impact Levels (dB re 20 micro Pascals) | | |
|---|--|-----------------------|-----------------------|--|-----------------------|-----------------------|
| Land Use Category | Frequent Eventsa | Occasional Eventsb | Infrequent Eventsc | Frequent Eventsa | Occasional Eventsb | Infrequent Eventsc |
| Category 1: Buildings where vibration would interfere with interior operations. | 65 VdBc | 65 VdB ^c | 65 VdBc | NA ^d | NA ^d | NAd |
| Category 2: Residences and buildings where people normally sleep. | 72 VdB | 75 VdB | 80 VdB | 35 dBA | 38 dBA | 43 dBA |
| Category 3: Institutional land uses with primarily daytime use. | 75 VdB | 78 VdB | 83 VdB | 40 dBA | 43 dBA | 48 dBA |

Source: FTA 2018; FRA 2012

Notes:

- ^a Frequent events is defined as more than 70 vibration events per day.
- $^{\it b}$ Occasional events is defined as between 30 and 70 vibration events of the same source per day.
- ^c Infrequent events is defined as fewer than 70 vibration events per day.

This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes.

Vibration-sensitive manufacturing or research would require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the heating, ventilation, and air-conditioning systems and stiffened floors.

Vibration-sensitive equipment is not sensitive to groundborne noise.

dB=decibel; dBA=A-weighted decibel; NA=not applicable; VdB=velocity in decibels

4.2.2 State Regulations

Groundborne vibration criteria pursuant to CEQA is provided in Section 5.0.

4.2.3 Local Regulations

The City of Los Angeles does not identify vibration standards or thresholds in its municipal code or other ordinances.





5.0 CEQA Thresholds of Significance

For the purposes of this noise and vibration study, the proposed project or build alternative would have a significant impact on noise and vibration if it would:

- A. Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- B. Expose persons to or generation of excessive groundborne vibration or groundborne noise levels.
- C. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- D. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.
- F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

These thresholds of significance are considered in the noise and vibration impact assessment in Section 8.0.

5.1 Issues Requiring No Further Consideration

Threshold E and F do not apply to the project because no noise-sensitive land uses would be located within an airport land use plan or in the vicinity of a private airstrip. Therefore, there would be no impact, and no further discussion is required.





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6.0 Noise- and Vibration-Sensitive Land Uses and Sensitive Receptors

The following discussion provides a description of the noise- and vibration-sensitive land uses where sensitive receptors in the project study area (Category 2 and 3 land uses) occur. The receptor locations are used for predictions and represent a cluster of sensitive receptors, which is consistent with the FTA/FRA guidance and regulations. The noise analysis area includes those noise-sensitive areas within the screening distance (Section 3.3.1) approximately 750 feet of the two alignments (proposed project and build alternative). Because vibration attenuates more quickly with distance, the vibration analysis area is substantially smaller; therefore, it includes only those vibration-sensitive land uses and structures within 100 feet of the considered alignments.

Figure 6-1 identifies sensitive receptors in the project study area (Category 2 and 3 land uses), and community noise and vibration measurement locations for modeled receivers. Noise- and vibration-sensitive land uses include William Mead Homes, Metro Senior Housing, Mozaic Apartments, One Santa Fe Apartments, a daycare/elementary school (Ann Street Elementary), and a park (i.e., athletic fields at the William Mead Homes). Two jails are also located within the analysis area; however, there are no outdoor uses at these jails. For this reason, the jails were evaluated for indoor noise exposure from the proposed project and build alternative (i.e., sleep disturbance).





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Figure 6-1. Noise- and Vibration-Sensitive Land Uses, Community Noise and Vibration Measurement Locations, and Sensitive Receptor Clusters [101] LEGEND Link Union Station Project Footprint FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) Noise and Vibration Monitoring Location FTA Screening Distance FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening use) Noise Monitoring Location



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7.0 Existing Conditions

7.1 Noise Conditions

Metro completed a baseline sound survey to identify existing noise exposure at noise-sensitive land uses where sensitive receptors occur within the project study area. Table 7-1 provides the measured existing noise levels at noise-sensitive land uses in the project study area. Multiple residences are within the noise analysis study area. Permissions to enter Monitoring Locations (ML) 2 through 4 were not granted, so alternative locations representative of each noise-sensitive receptor were used to determine noise levels. Measurements at noise-sensitive land uses were taken from January 24 through January 26, 2017.

| | | Noise Levels (dBA) | | | |
|--------|--|--------------------|--------------|----------------|--|
| ite ID | Location | Ldn | Leq (day) | Leq (night) | |
| ML1a | William Mead Homes | 69 | 66 | 62 | |
| МL1Ь | Athletic Fields at William Mead Homes | 69 | 66 | 61 | |
| ML2 | Twin Towers Correctional Facility (Terminal Tower) | 73 | 71 | 66 | |
| ML3 | Mozaic Apartments (Amtrak Baggage Handling Building) | 67 | 64 | 60 | |
| ML4 | One Santa Fe Apartments and Studios (Emergency Security Operations Center) | 71 | 64 | 64 | |

Notes:

dBA=A-weighted decibel; ID=identification; L_{dn} =day-night average sound level; L_{eq} =equivalent noise level; L_{max} =maximum sound level; ML=monitoring location

Appendix B provides more details on the measurement effort.

7.1.1 Monitoring Location 1 – William Mead Homes

William Mead Homes is located in Segment 1 of the project study area, which is in close proximity to the lead tracks in the throat segment.

Two locations (Figure 7-1) were selected to monitor noise levels: one on a building rooftop located approximately 112 feet from the tracks (ML1a), and one in the facility athletic fields (ML1b). These two locations were selected due to security concerns identified by management personnel of the William Mead Homes when approached about selecting ground level locations. Ground locations near Building 16 of the William Mead Homes would not be suitable due to high likelihood of equipment tampering or theft. At the athletic fields, the location selected was adjacent to the park and within a fenced area that is secured, which





was agreed to with the management of William Mead Homes since other locations at the athletic fields were identified as having a high likelihood of equipment tampering or theft. The noise meter at ML1a was set up January 24, 2017, at 10:30 AM, and the noise meter at ML1b was set up the same day at 9:48 AM. The meters were secured in place using security chains or sand bags, while the meters were stored in padlocked cases (Figure 7-1 and Figure 7-2). The connected microphones were calibrated before being placed in the direction of the tracks. Several observed sounds could be heard, including the rolling trains, their horns, and their wheels on the track. For security reasons, ML1a was set on the rooftop of a home. Normal residential noises were heard, including music and street traffic. ML1b was located near the athletic fields in close proximity to the maintenance yard where equipment was stored and retrieved, including a lawnmower and motorized carts filled with tools. Figure 7-3 and Figure 7-4 are time history charts of the monitored 1-hour Leq levels.

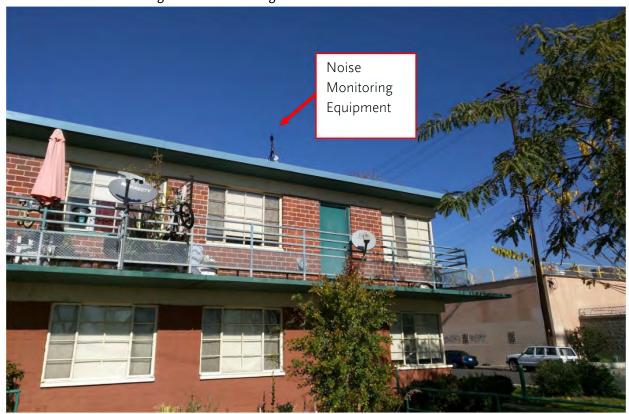


Figure 7-1. Monitoring Location 1a – Noise Meter Location





Figure 7-2. Monitoring Location 1b – Noise Meter Location





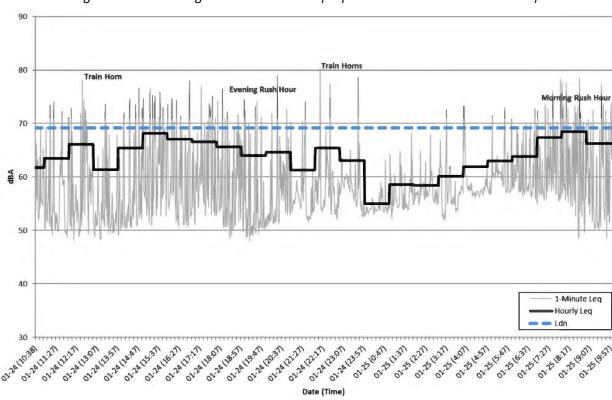


Figure 7-3. Monitoring Location 1a – Hourly Equivalent Noise Level Time History





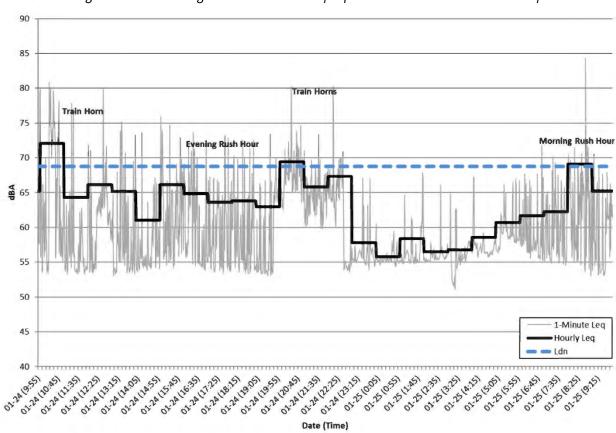


Figure 7-4. Monitoring Location 1b – Hourly Equivalent Noise Level Time History

7.1.2 Monitoring Location 2 – Twin Towers Correctional Facility

Permission was not granted to access the correctional facility, so the terminal tower was determined to be a suitable location and is approximately 366 feet from the original location (Figure 7-5). The terminal tower location was closer in proximity to the railroad tracks by approximately 43 feet. A noise meter was set up January 25, 2017, at 1:52 PM. The meter was calibrated, and secured to a nearby fencepost (Figure 7-5). Observed noises at this location include street traffic, idle trains, and active trains. Figure 7-6 is a time-history chart of the measured hourly Leq.



Figure 7-5. Monitoring Location 2 – Noise Meter Location





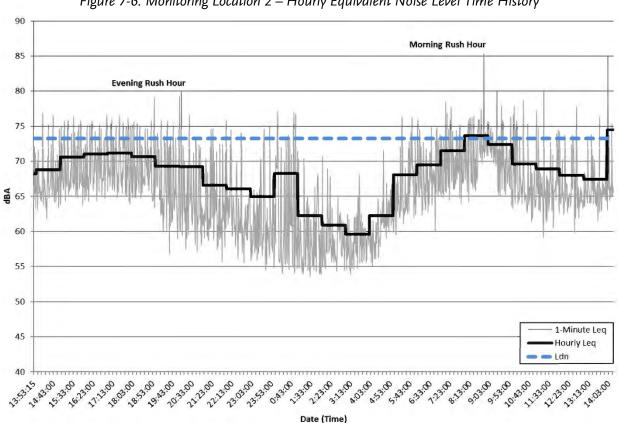


Figure 7-6. Monitoring Location 2 – Hourly Equivalent Noise Level Time History

Monitoring Location 3 - Mozaic Apartments 7.1.3

Noise monitoring to capture exiting ambient conditions, including sounds from the railyard, were conducted adjacent to the Mozaic Apartments on the rooftop of the Amtrak Baggage Handling building (Figure 7-7). This location is representative of existing noise levels at the Mozaic Apartment Building, located approximately 50 feet from the nearest Gold Line tracks. The noise monitor was set up on January 24, 2017 at 1:37 PM on the northeast corner of the rooftop of the building. Winds were calm during the measurement effort. The sound level meter was field calibrated and secured for 24 hours on a tripod that was kept on the rooftop with sandbags. Observed noises at this location included street traffic, idling trains, moving trains, and the public address system at LAUS. Figure 7-8 is a time-history chart of the measured hourly Leg. Because of equipment limitations at this location, 1-minute Leg intervals could not be collected and are not included on Figure 7-8.





Figure 7-7. Monitoring Location 3 – Noise Meter Location





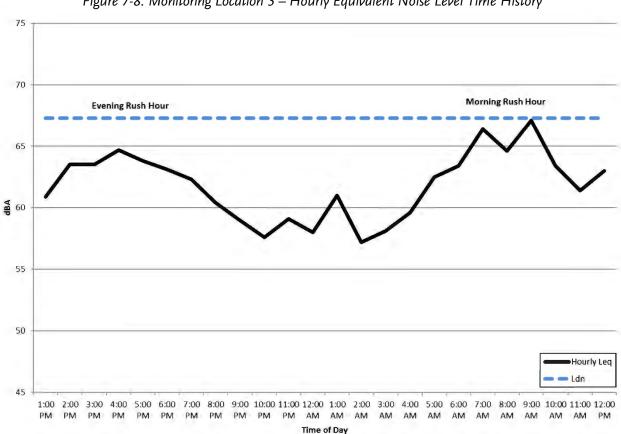


Figure 7-8. Monitoring Location 3 – Hourly Equivalent Noise Level Time History

7.1.4 Monitoring Location 4 – One Santa Fe Apartments and Studios

Permission to enter the apartments was not granted, so the Metro Emergency Security Operations Center was determined to be a suitable location. It is located approximately 1,151 feet north of the apartments (Figure 7-9). This location is roughly the same distance from the existing railroad tracks as the One Santa Fe Apartment complex and in a similar acoustical environment (i.e., urban, exposed to roadway and railroad traffic, etc.). The noise meter was calibrated and secured to the fence closest to the tracks using sandbags and security rope (Figure 7-9) on January 25, 2017, at 10:43 AM. The observed noises at this location include street traffic, idle buses, and bus traffic entering and exiting the parking lot. Figure 7-10 is a time-history chart of the ML-4 measurement data.



Figure 7-9. Monitoring Location 4 – Noise Meter Location





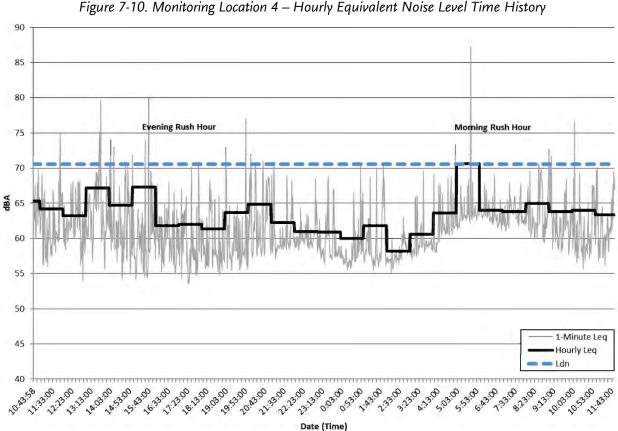


Figure 7-10. Monitoring Location 4 – Hourly Equivalent Noise Level Time History

7.2 Vibration Conditions

Groundborne vibration was measured at vibration-sensitive structures. These measurements were completed at ML1a at William Mead Homes (Figure 7-11) and ML3 at the Mozaic Apartments), the two vibration-sensitive structures within the screening distance of the project. Vibration measurements were completed with a seismic grade, low noise accelerometer firmly fixed to the ground.

Monitoring Location 1a - William Mead Homes 7.2.1

While the noise meters were collecting data for 24 hours at William Mead Homes, vibration measurements were completed near ML1a for 30 minutes. The monitoring unit was placed at William Mead Homes on the lawn in front of the nearest structure to the rail corridor (Figure 7-11) approximately 30 feet from the building in the direction of the train tracks. Rail vibration events were measured, which included Metrolink and Amtrak trains. Vibration levels during train events were variable with the highest monitored VdB 1-second Lmax, provided in Table 7-2, which have been adjusted to be representative of the nearest William Mead Homes building. Because the vibration sensor was located approximately 30 feet from the building in the direction of the train tracks, and the measured vibration levels are considered representative of levels at the William Mead Homes' Building 16. Measurements focused on the railroad traffic on the tracks located nearby; however, other vibration inducing events, such as roadway vehicular passby events were





observed. Generally the highest vibration levels measured resulted from train passby events. Figure 7-12 provides a 1-second time history chart of the monitored VdB with train events identified.

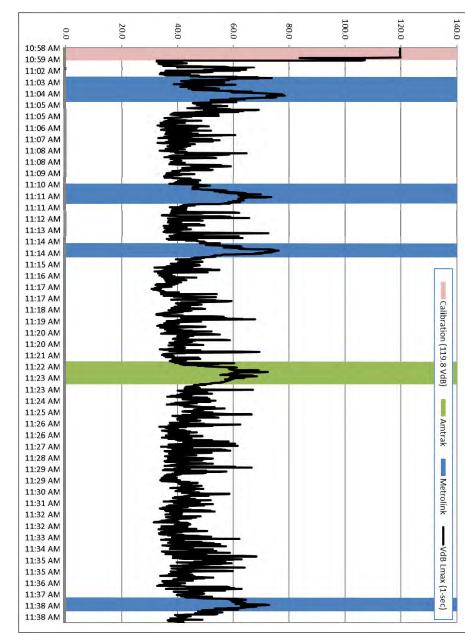


Figure 7-11. Monitoring Location 1a – Vibration Measurement at William Mead Homes





Figure 7-12. Monitoring Location 1a – 1-Second Velocity in Decibels Time History with Rail Events







| Time (AM) | Train | Configuration | Track | Vibration Levels (Lmax VdB) | Adjusted to Nearest WMH Building* |
|--------------|-----------|---|-------|--------------------------------|---|
| 11:03–11:04 | Metrolink | One locomotive, five cars | Near | 78 | 69 |
| 11:10–11:11 | Metrolink | One locomotive, five cars | Far | 74 | 65 |
| 1:14–11:15 | Metrolink | One locomotive, four cars | Near | 76 | 67 |
| 11:22–11:23 | Amtrak* | Two locomotives, eight cars (long distance) One locomotive, six cars (Surfliner) | Far | 72 | 63 |
| 1:37–11:38 | Metrolink | One locomotive, six cars | Far | 73 | 64 |

Notes:

Two Amtrak trains passed by between 11:22 AM and 11:23 AM.

Lmax=maximum sound level; VdB=velocity in decibels

Measurement results from this location indicate that existing vibration levels from Metrolink trains and Amtrak trains are similar, with the Metrolink trains slightly higher. This is likely a function of the specific train's speed in combination with the weight of the vehicles as they passed by the vibration monitor.

7.2.2 Monitoring Location 3 – Mozaic Apartments

While a noise meter was collecting data for 24 hours at the Amtrak Baggage Handling Building, short-term vibration measurements were completed near ML3 for approximately 1 hour (Figure 7-13). The monitoring unit was firmly affixed to the sidewalk with adhesive at a distance representative of the corner of the nearest point of the Mozaic Apartment complex to the rail yard platforms. Rail vibration events were measured, including the Gold Line, Metrolink, and Amtrak trains, which were operating on several different tracks accessing various platforms.

Adjacent to the sidewalk is a local roadway that, at times, had vehicular traffic while a transit vibration event was also occurring. Vibration levels during train events were variable with the highest monitored one-1-second VdB provided in Table 7-3. Existing vibration levels exceed the FTA/FRA threshold for Category 2 land uses near a frequent rail corridor (Section 4.2.1). The focus of the vibration measurements was to identify vibration from railroad and transit related events; therefore, efforts were not made to specifically log other events, such as automobile passby events. An impact would occur if the project results in an increased vibration levels of 3 VdB or greater than existing levels. Figure 7-14 provides a 1-second time history chart of the monitored VdB with train events identified.





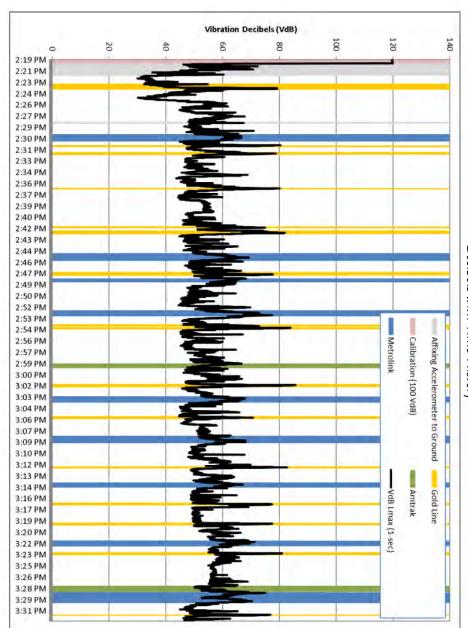
^{*}Adjusted for distance and building structure type

Figure 7-13. Monitoring Location 3 – Vibration Measurement at Mozaic Apartments





Figure 7-14. Monitoring Location 3-1-second Maximum Sound Level Velocity in Decibels with Time History







| Table 7-3. Vibra | Table 7-3. Vibration from Train Events at Monitoring Location 3 (Mozaic Apartments) | | | | | | |
|------------------|---|-----------------------------|----------------|------------------------|--|--|--|
| Time (PM) | Train | Configuration | Track Platform | Vibration Levels (VdB) | | | |
| 2:23–2:24 | Gold Line | Two vehicles | 1 | 79 | | | |
| 2:30 | Metrolink | Two locomotives, eight cars | 5 | 67 | | | |
| 2:31 | Gold Line | Two vehicles | 1 | 79 | | | |
| 2:32 | Gold Line | Two vehicles | 2 | 79 | | | |
| 2:36 | Gold Line | Two vehicles* | 1 and 2 | 80 | | | |
| 2:37 | Gold Line | Two vehicles | 2 | 76 | | | |
| 2:41 | Gold Line | Two vehicles | 2 | 75 | | | |
| 2:42 | Gold Line | Two vehicles | 1 | 82 | | | |
| 2:45–2:46 | Metrolink | Two locomotive four cars | 7 | 69 | | | |
| 2:47–2:48 | Gold Line | Two vehicles | 1 | 78 | | | |
| 2:48 | Metrolink | One locomotive, four cars | 5 | 68 | | | |
| 2:52–2:53 | Metrolink | One locomotive, five cars | 4 | 77 | | | |
| 2:54 | Gold Line | Two vehicles | 1 | 84 | | | |
| 2:59 | Amtrak | One locomotive, six cars | 10 | 67* | | | |
| 3:01–3:02 | Gold Line | Two vehicles | 1 | 86* | | | |
| 3:04 | Metrolink | One locomotive, four cars | 10 | 66 | | | |
| 3:05–3:06 | Gold Line | Two vehicles | 2 | 71 | | | |
| 3:08 | Metrolink | One locomotive, five cars | 9 | 68 | | | |
| 3:12 | Gold Line | Two vehicles | 1 | 83 | | | |
| 3:14–3:15 | Metrolink | One locomotive, four cars | 5 | 67 | | | |
| 3:17 | Gold Line | Two vehicles | 1 | 77 | | | |
| 3:19 | Gold Line | Two vehicles | 2 | 78 | | | |
| 3:22 | Metrolink | One locomotive, six cars | 7 | 71* | | | |





| Table 7-3. Vibra | Table 7-3. Vibration from Train Events at Monitoring Location 3 (Mozaic Apartments) | | | | | | |
|------------------|---|---------------------------|----------------|------------------------|--|--|--|
| Time (PM) | Train | Configuration | Track Platform | Vibration Levels (VdB) | | | |
| 3:23 | Gold Line | Two vehicles | 1 | 81 | | | |
| 3:27 | Amtrak | One locomotive, six cars | 10 | 65* | | | |
| 3:28 | Amtrak | One locomotive, six cars | 10 | 75 | | | |
| | Metrolink | One locomotive, four cars | 3 | | | | |
| | Gold Line | Two vehicles | 2 | | | | |
| 3:29–3:30 | Metrolink | One locomotive, four cars | 3 | 70 | | | |
| 3:31 | Gold Line | Two vehicles | 2 | 77 | | | |

Notes:

VdB=velocity in decibels



 $[\]mbox{$\overset{\star}{=}$}$ A truck also passed by the sensor on the nearest roadway during the measurement.

8.0 Impact Assessment

8.1 Operational Noise

THRESHOLD A AND C

A. Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

C. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

The results of the rail noise impact assessment are summarized in Table 8-1 in the 2026 condition, Table 8-2 in the 2031 condition, and Table 8-3 in the 2040 condition at the locations depicted on Figure 6-1.

The discussion below provides the impact assessment for the proposed project and the build alternative, and their associated operating conditions and increased levels of service in 2026, 2031, and 2040, as described in the *Link US Rail Planning Technical Memorandum* (HDR 2018).

8.1.1 Community Noise - 2026 Condition

Proposed Project and Build Alternative

For the 2026 condition, regional/intercity rail service would operate at increased levels of service as described in the *Link US Rail Planning Technical Memorandum* (HDR 2018). The proposed project and the build alternative are identical in terms of track alignment in Segment 1 because new lead tracks would not be constructed near William Mead Homes. In the concourse segment (Segment 2), Tracks 1 and 2 would be utilized by Metro's Gold Line, and the remaining tracks (Tracks 3 through 14) would be used by regional/intercity trains. In the run-through segment (Segment 3), construction of two new run-through tracks would result in a new source of project-related noise for land uses nearby.

As shown in Table 8-1, for the proposed project and the build alternative, noise levels in the 2026 condition would range from 45 to 67 dBA L_{dn} at Category 2 land uses (i.e., places where people sleep) and 57 to 67 dBA L_{eq} at Category 3 land uses (i.e., a daycare and the park/athletic field near William Mead Homes). In 2026, moderate impacts (see Section 4.1.1 for definition) would occur at 24 multifamily residences (all at William Mead Homes). No moderate or severe impacts would occur at the Mozaic Apartments, Los Angeles County Men's Central Jail and the Twin Towers Correctional Facility, Metro Senior Housing, One Santa Fe Apartments, or the daycare and the park/athletic field near William Mead Homes.

Based on the results in Table 8-1, impacts are considered less than significant. The FRA and FTA manuals include provisions for consideration of mitigation for moderate impacts. Although implementation of Mitigation Measure NV-1 (as described in Section 10.1) is not required for the proposed project or the build alternative in the 2026 condition because impacts are considered less than significant, Metro may construct the sound wall in accordance with Mitigation Measure NV-1 earlier than 2031 to reduce





construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.

Figure 8-1 depicts the noise contours associated with the moderate impact areas at William Mead Homes for the proposed project or the build alternative in the 2026 condition. Noise levels at each individual modeled receiver are provided in Appendix C.





Table 8-1. Operational Noise Levels – Proposed Project and Build Alternative (2026 Condition)

| | | | | Proposed Project and Build Alternative | | | | |
|--|-------------------|-------------------|---------------------------------|--|--------------------------------|-------------------------------|--|--|
| Noise Sensitive Area Description | Land Use Category | Number of Uses | Existing Noise Exposure(dBA) | Range of Sound Levels (dBA) | Number of Severe Impacts | Number of Moderate Impacts | | |
| William Mead Homes | 2 | 415 | 69 | 50-69 | 0 | 24 | | |
| | 3 | 2 | 66 | 57-67 | 0 | 0 | | |
| Metro Senior Housing | 2 | 123 | 60 | 50 | 0 | 0 | | |
| Los Angeles County Men's Central Jail | 2 | 4,000a | 73 | 54 | 0 | 0 | | |
| Twin Towers Correctional Facility | 2 | 9,500ª | 73 | 54 | 0 | 0 | | |
| Mozaic Apartments East Building | 2 | 176 | 67 | 48-62 | 0 | 0 | | |
| Mozaic Apartments West Building | 2 | 96 | 67 | 45-51 | 0 | 0 | | |
| One Santa Fe Apartments/Studios | 2 | 438 | 71 | 45-61 | 0 | 0 | | |
| Project Total | 2 | 14,748ª | 60–73 | 45-67 | 0 | 24 | | |
| | 3 | 2 | 66 | 57-67 | 0 | 0 | | |

Notes:

dBA=A-weighted decibel, Lan=day-night average sound level used for Category 2 land uses, Lanequivalent noise level used for Category 3 Land Uses





^a Approximately 4,000 inmates are housed at the Los Angeles Central Jail, and 9,500 inmates are housed at the Twin Towers Correctional Facilities. Neither correctional facility provides outdoor use areas for prisoners; therefore, only interior noise levels are of concern. The prisons are built out of concrete, and have thick windows to keep prisoners inside; therefore, interior sound levels are estimated to be at least 20 dBA lower than those calculated at the exterior of each facility.



LEGEND Noise Impacts (Unmitigated) FTA Land Use Category 2 (Residential/land uses Measurment Location and buildings where people normally sleep) Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening ---- Rail Right-of-way Severe Impact Limit Private At-Grade Crossing

Figure 8-1. Noise Impact Areas at William Mead Homes – Proposed Project and Build Alternative (2026 Condition)









8.1.2 Community Noise – 2031 Condition

Proposed Project

For the 2031 condition, regional/intercity rail service would operate at increased levels, as described in the *Link US Rail Planning Technical Memorandum* (HDR 2018). In the throat segment, the proposed project includes one new lead track that would be constructed within the railroad ROW in closer proximity to William Mead Homes (Building 16). In the concourse segment (Segment 2), Tracks 1 and 2 would be utilized by Metro's Gold Line, and the remaining tracks (Tracks 3 through 14) would be used by regional/intercity trains. In the run-through segment (Segment 3), construction of the new run-through tracks would result in increased project-related noise levels for land uses nearby.

As shown in Table 8-2, noise levels in the 2031 condition for the proposed project would range from 47 to 75 dBA L_{dn} at Category 2 land uses (i.e., places where people sleep) and 63 to 73 dBA L_{eq} at Category 3 land uses (i.e., a daycare and the park/athletic field near William Mead Homes). As shown in Table 8-2, in the 2031 condition, the proposed project would result in moderate impacts on 73 multifamily residences (40 William Mead Homes units and 33 Mozaic Apartment units), and severe impacts on 40 multifamily residences (all William Mead Homes units) and one park/athletic field near William Mead Homes.

- For William Mead Homes, severe operational noise impacts in the 2031 condition is considered a significant impact. Mitigation Measure NV-1 (described in Section 10.1) is proposed to reduce operational noise impacts for the proposed project to a level less than significant.
- For the Mozaic Apartments, although exterior noise levels at the Mozaic Apartments would result in moderate noise impact at 33 units, specifically at the balconies of the units located closest to LAUS, mitigation measures are not proposed for consideration, because exterior areas (balconies) of the Mozaic Apartments are already exposed to relatively high existing noise levels from transit and railroad operations located at LAUS. The Mozaic Apartments were constructed in 2005 and, as part of the planning process, the developer was required to design the building in accordance with City of Los Angeles Municipal Code, Section 91.1207.14.2 since they are located in close proximity to railroad tracks. The City's code requires that new buildings located in close proximity to train tracks be constructed in such a manner to ensure interior sound levels are 45 dBA Ldn or lower. With or without implementation of the proposed project (or the build alternative), interior sound levels are assumed to be 45 dBA Ldn or lower because noise attenuation measures in the form of thick pane windows and concrete structures (as opposed to other noise absorbing materials) are already in place, as required by the City of Los Angeles. Furthermore, as with the existing train movements at LAUS, with the proposed project, most of (e.g., over 80%) the train movements would occur during daytime hours, during the peak-period, rather than during nighttime hours when rail activity could result in greater sleep disturbance. For these reasons, impacts are considered less than significant.
- The Los Angeles County Men's Central Jail and the Twin Towers Correctional Facility are located within the project study area. These two jails do not have outdoor uses and are not predicted to be subjected to noise levels that exceed severe or moderate noise limits. Additionally, these two





facilities are comprised of buildings made with concrete with thick windows. Project interior noise levels are estimated to be at least 20 dB lower than those experienced at the exterior of these structures consistent with USDOT FHWA guidance for interior sound level attenuation which would be similar for railroad noise sources (FHWA 2011). Interior noise levels would be below 45 dBA L_{dn}, which is a level that the U.S. Environmental Protection Agency has identified as a level that does not interfere with interior activities (e.g., speech and sleeping) and has a low potential for annoyance (U.S. Environmental Protection Agency 1978). For the reasons above, impacts are considered less than significant.

• For the Metro Senior Housing and One Santa Fe Apartments, no moderate or severe impacts were identified, and impacts are considered less than significant.

Build Alternative

For the 2031 condition, regional/intercity rail service would operate at increased levels, as described in the *Link US Rail Planning Technical Memorandum* (HDR 2018). In the throat segment, the build alternative includes two new lead tracks that would encroach outside of the railroad ROW in closer proximity to William Mead Homes (Building 16). In the concourse segment, Tracks 1 and 2 would be utilized by Metro's Gold Line, and the remaining tracks (Tracks 3 through 14) would be used by regional/intercity trains. In the run-through segment, construction of the new run-through tracks would result in increased project-related noise levels for land uses nearby.

As shown in Table 8-2, noise levels in the 2031 condition for the build alternative would range from 47 to 75 dBA L_{dn} at Category 2 land uses (i.e., places where people sleep) and 63 to 73 dBA L_{eq} at Category 3 land uses (i.e., a daycare and the park/athletic field near William Mead Homes). As shown in Table 8-2, in the 2031 condition, the build alternative would result in moderate impacts on 76 multifamily residences (40 William Mead Homes units and 36 Mozaic Apartment units) and severe impacts on 40 multifamily residences (all William Mead Homes units) and one park/athletic field near William Mead Homes.

- For William Mead Homes, severe operational noise impacts in the 2031 condition is considered a significant impact. Mitigation Measure NV-1 (described in Section 10.1) is proposed to reduce operational noise impacts for the build alternative to a level less than significant.
- For Mozaic Apartments, although exterior noise levels at the Mozaic Apartments would result in moderate noise impact at 36 units, mitigation measures are not proposed for consideration for the same reasons described above. Impacts are considered less than significant.
- For the Los Angeles County Men's Central Jail and the Twin Towers Correctional Facility, interior noise levels at the facilities would be 45 dBA Ldn or lower for the same reasons described above.
 Impacts are considered less than significant.
- For the Metro Senior Housing and One Santa Fe Apartments, no moderate or severe impacts were identified. Impacts are considered less than significant.





Figure 8-2 and Figure 8-3 depict the noise contours associated with moderate and severe impact areas at William Mead Homes in the 2031 condition for the proposed project and the build alternative, respectively. Noise levels at each individual modeled receiver are provided in Appendix C.









Table 8-2. Operational Noise Levels – Proposed Project and Build Alternative (2031 Condition) **Proposed Project Build Alternative Existing** Number Number Number Noise of Range of of of Range of Sound **Noise Sensitive Area** Number of Moderate **Sound Levels** Land Use Number **Exposure** Severe Severe Moderate Levels (dBA) Description Category of Uses (dBA) (dBA) **Impacts Impacts Impacts Impacts** William Mead Homes 2 40 40 415 69 59-75 59-75 40 40 3 2 66 63-73 0 63-73 1 0 Metro Senior Housing 2 123 60 59 59 0 0 Los Angeles 2 4,000a 73 62 0 0 62 0 0 County Men's Central Jail Twin Towers Correctional 2 9,500a 73 0 0 0 58 58 0 Facility Mozaic Apartments East 2 176 67 53-66 33 53-66 0 36 Building Mozaic Apartments West 2 96 67 0 0 0 50-55 50-56 Building One Santa Fe 2 438 71 47-63 0 0 47-63 0 0 Apartments/Studios **Project Total** 2 47-75 14,748a 60-73 47-75 40 73 40 76 3 2 66 63-73 0 63-73 0

Notes:

dBA=A-weighted decibel; Lan=day-night average sound level; Lanequivalent noise level; Metro=Los Angeles County Metropolitan Transportation Authority





^a Approximately 4,000 inmates are housed at the Los Angeles Central Jail, and 9,500 inmates are housed at the Twin Towers Correctional Facilities. Neither correctional facility provides outdoor use areas for prisoners; therefore, only interior noise levels are of concern. The prisons are built out of concrete, and have thick windows to keep prisoners inside; therefore, interior sound levels is estimated to be at least 20 dBA lower than those calculated at the exterior of each facility.





LEGEND FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) Noise Impacts (Unmitigated) Measurment Location Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening ---- Rail Right-of-way Severe Impact Limit Private At-Grade Crossing use)

Figure 8-2. Noise Impact Areas at William Mead Homes – Proposed Project (2031 Condition)









LEGEND FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) Noise Impacts (Unmitigated) Measurment Location Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening use) ---- Rail Right-of-way Severe Impact Limit Private At-Grade Crossing

Figure 8-3. Noise Impact Areas at William Mead Homes – Build Alternative (2031 Condition)









8.1.3 Community Noise – 2040 Condition

Proposed Project

In the 2040 condition, additional regional/intercity rail train movements through LAUS are anticipated to occur, and the planned HSR system would be in operation, as described in the *Link US Rail Planning Technical Memorandum* (HDR 2018). In the throat segment, electrified HSR trains (that produce less noise than regional/intercity trains) would share the two western lead tracks while regional/intercity rail trains would operate on the remaining eastern four lead tracks. In the concourse segment, Tracks 1 and 2 would be utilized by Metro's Gold Line, and Tracks 3 through 6 would be used by CHSRA for the planned HSR system, while the remaining tracks would be used by regional/intercity rail trains. In the run-through segment, a greater amount of regional/intercity trains, in addition to HSR trains, would operate on up to 10 run-through tracks thereby resulting in higher project-related noise levels for noise-sensitive land uses nearby.

As shown in Table 8-3, noise levels in the 2040 condition for the proposed project would range from 47 to 75 dBA L_{dn} at Category 2 land uses (i.e., places where people sleep) and 56 to 73 dBA L_{eq} at Category 3 land uses (i.e., a daycare and the park/athletic facility near William Mead Homes). As shown in Table 8-3, in the 2040 condition, the proposed project would result in moderate impacts on 49 multifamily residential units (16 at William Mead Homes and 33 at the Mozaic Apartment units) and severe impacts on 30 multifamily residential units (24 at William Mead Homes and 6 at the Mozaic Apartments) and one park/athletic field near William Mead Homes.

- For William Mead Homes, severe noise impacts in the 2040 condition is considered a significant impact. Mitigation Measure NV-1 (described in Section 10.1) is proposed to reduce operational noise impacts for the proposed project to a level less than significant.
- For Mozaic Apartments, although noise attenuating measures are already in place, severe impacts would occur. For the same reasons as those described previously, interior noise levels at the Mozaic Apartments are assumed to be 45 dBA Ldn or lower. Additionally, most of (e.g., over 80 percent) the train movements would occur during daytime hours, during the peak-period, rather than during nighttime hours when rail activity could result in greater sleep disturbance. Impacts are considered less than significant.
- For the Los Angeles County Men's Central Jail and the Twin Towers Correctional Facility, interior noise levels at the facilities would be 45 dBA Ldn or lower for the same reasons described above. Impacts are considered less than significant.
- For the Metro Senior Housing and One Santa Fe Apartments, no moderate or severe impacts were identified. Impacts are considered less than significant.





Build Alternative

In the 2040 condition, similar to the proposed project, additional regional/intercity rail train movements through LAUS are anticipated to occur, and the planned HSR system would be in operation as described in the *Link US Rail Planning Technical Memorandum* (HDR 2018).

Noise levels would be nearly the same predicted range at Category 2 land uses (48 to 75 dBA L_{dn}) and at Category 3 land uses (56 to 73 dBA L_{eq}) as the proposed project. As shown in Table 8-3, in the 2040 condition, the build alternative would result in moderate impacts on 66 multifamily residential units (24 William Mead Homes units and 42 Mozaic Apartment units). The build alternative would result in moderate impacts at 17 more noise-sensitive receptors (8 additional receptors at William Mead Homes and 9 additional receptors at Mozaic Apartments) than the proposed project. No severe impacts would occur at any multifamily residential units (compared to 24 receptors at William Mead Homes and 6 receptors at Mozaic Apartments for the proposed project).

At William Mead Homes, no severe impacts would occur as a result of implementing the build alternative because electrified HSR trains (that produce less noise than regional/intercity trains) would operate on the dedicated track alignment that is located closer to residential units than the proposed project. Although trains would operate closer to residential units at William Mead Homes, the HSR trains produce less noise, and for this reason, only moderate impacts would occur. At the rail yard near the Mozaic Apartments, the build alternative alignment is the same as the proposed project, and would include electrified HSR trains on Tracks 3 through 6. For this reason, sound levels for the build alternative are only slightly lower at the Mozaic Apartment units nearest to LAUS (e.g., 67 dBA Ldn for the build alternative vs. 68 dBA Ldn for the proposed project) and as a result no severe impacts would occur. Concentrating higher numbers of regional/intercity rail trains on tracks further away (e.g., Tracks 7 through 12) in combination with electrified HSR trains does result in greater moderate impacts at the Mozaic Apartments for the build alternative compared to the proposed project. So while there are a greater total number of impacts at the Mozaic Apartments than the proposed project, sound level would be less impactful for the reasons stated above, and no severe impacts at the Mozaic Apartments for the build alternative would occur.

A severe impact would still occur at the park/athletic field near William Mead Homes, similar to the proposed project.

- For William Mead Homes, severe operational noise impacts on the park/athletic field at William Mead Homes would still occur in the 2040 condition under the build alternative. These impacts are considered significant. Similar to the proposed project, Mitigation Measure NV-1 is proposed to reduce operational noise impacts for the build alternative to a level less than significant.
- For Mozaic Apartments, interior noise levels at the Mozaic Apartments are assumed to be 45 dBA Ldn or lower for the same reasons as described for the proposed project. Impacts are considered less than significant.





- For the Los Angeles County Men's Central Jail and the Twin Towers Correctional Facility, interior noise levels at the facilities would be 45 dBA Ldn or lower for the same reasons described for the proposed project. Impacts are considered less than significant.
- For the Metro Senior Housing and One Santa Fe Apartments, similar to the proposed project, no moderate or severe impacts were identified. Impacts are considered less than significant.

Table 8-5 depicts the noise contours associated with moderate and severe noise impact areas at William Mead Homes for the build alternative in the 2040 condition.

Figure 8-4 and Figure 8-5 depict the noise contours associated with moderate and severe noise impact areas at William Mead Homes for the proposed project and build alternative in the 2040 condition, respectively. Noise levels at each individual modeled receiver are provided in Appendix C.









Table 8-3. Operational Noise Levels – Proposed Project and Build Alternative (2040 Condition) **Build Alternative Proposed Project** Number Number Range of of of Range of Number **Noise Sensitive Area Sound Levels** Moderate Sound Levels **Number of Moderate** Land Use Number **Existing Noise** Severe of Severe Description of Uses Exposure (dBA) **Impacts** (dBA) Category (dBA) **Impacts Impacts Impacts** William Mead Homes 2 54-75 0 24 415 69 24 16 53-75 3 2 66 56-73 1 0 56-73 0 Metro Senior Housing 2 123 60 54 0 0 54 0 0 2 Los Angeles County 4,000a 73 63 0 0 62 0 0 Men's Central Jail Twin Towers 2 9,500a 73 0 0 0 59 59 0 Correctional Facility Mozaic Apartments East 2 176 67 52-68 6 33 53-67 0 42 Building **Mozaic Apartments** 2 96 67 0 0 0 49-58 50-56 0 West Building One Santa Fe 2 438 71 47-63 0 0 48-64 0 0 Apartments/Studios **Project Total** 2 0 14,748a 60-73 47-75 30 49 48-75 66 3 2 66 56-73 0 56-73 0

Notes:

dBA=A-weighted decibel, Lan=day-night average sound level, Lea=equivalent noise level; Metro=Los Angeles County Metropolitan Transportation Authority





^a Approximately 4,000 inmates are housed at the Los Angeles County Men's Central Jail, and 9,500 inmates are housed at the Twin Towers Correctional Facilities. Neither correctional facility provides outdoor use areas for prisoners; therefore, only interior noise levels are of concern. The prisons are built out of concrete, and have thick windows to keep prisoners inside; therefore, interior sound levels are estimated to be at least 20 dBA lower than those calculated at the exterior of each facility.





LEGEND FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) Noise Impacts (Unmitigated) Measurment Location Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening ---- Rail Right-of-way Severe Impact Limit Private At-Grade Crossing

Figure 8-4. Noise Impact Areas at William Mead Homes – Proposed Project (2040 Condition)









LEGEND FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) Noise Impacts (Unmitigated) Measurment Location Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening use) 0 Feet 75 ---- Rail Right-of-way Severe Impact Limit Private At-Grade Crossing

Figure 8-5. Noise Impact Areas at William Mead Homes - Build Alternative (2040 Condition)









8.1.4 Community Noise – No Project Alternative

Under the no project alternative, due to the physical capacity constraints at LAUS, noise levels would remain high for sensitive receptors located near the existing track alignment, and train movements in the project study area are assumed to remain similar to existing conditions. Operational noise levels are anticipated to correspond to existing frequency for train movements, and would therefore remain unchanged. Figure 8-6 presents an estimate of existing train noise exposure at William Mead Homes. No impact would occur.









LEGEND FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) **Existing Conditions** Measurment Location 64 dBA Ldn contour FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening use) Rail Right-of-way 69 dBA Ldn contour Private At-Grade Crossing

Figure 8-6. Estimated Existing Train Noise Exposure at William Mead Homes (No Project Alternative)









8.2 Operational Vibration

| THRESHOLD | Expose persons to or generation of excessive groundborne vibration or |
|-----------|---|
| В | groundborne noise levels |

Any vibration-sensitive land uses and structures near the proposed project or the build alternative would be limited to those Category 2 land uses within 200 feet of the alignment (i.e., the screening distance per FTA guidance). Category 2 uses within 200 feet of the proposed project or the build alternative include the first row of buildings at William Mead Homes and a portion of the front row building at the Mozaic Apartment complex. The results of the vibration analysis are provided in Table 8-4.

8.2.1 Proposed Project and Build Alternative (2026)

In the 2026 condition, although additional train movements would occur, there would be no changes to train speeds or the track alignment in Segment 1 of the project study area near William Mead Homes and, consequently, there would be no changes to vibration levels. In Segments 2 and 3 of the project study area, the track alignment would change slightly to accommodate Platform 4 modifications, a temporary run-through track ramp, and new run-through tracks crossing US-101. As a result, vibration levels would change slightly at the front row building of the Mozaic Apartment complex with regional/intercity rail trains operating at 10 mph on Tracks 3 and 4.

8.2.2 Proposed Project (2031)

For the proposed project, regional/intercity rail trains would operate on new lead tracks within the existing railroad ROW as close as 100 feet from the buildings within William Mead Homes at speeds of up to 35 miles per hour.

8.2.3 Proposed Project (2040)

For the proposed project, regional/intercity trains and HSR trains would operate on shared tracks as close as 100 feet from the William Mead Homes buildings. The proposed project would result in increased train movements in close proximity to Mozaic Apartments, with the Gold Line trains as close as 40 feet, HSR trains as close as 75 feet, and regional/intercity rail trains as close as 185 feet. The estimate of train movements is conservative to assess the highest anticipated vibration levels at the Category 2 land uses.





8.2.4 Build Alternative (2031)

Category 2 uses within 200 feet of the build alternative include the first row of buildings at William Mead Homes and a portion of the front row building at the Mozaic Apartment complex. Near William Mead Homes, regional/intercity rail trains would operate as close as 50 feet from buildings at speeds of up to 35 miles per hour.

8.2.5 Build Alternative (2040)

Category 2 uses within 200 feet of the build alternative include the first row of buildings at William Mead Homes and a portion of the front row building at the Mozaic Apartment complex. Near William Mead Homes, HSR trains would operate as close as 50 feet from buildings, and regional/intercity trains would operate as close as 115 feet away from the residential units.

The Terminal Annex building includes a large computer server. FTA generally does not consider these types of facilities sensitive to vibration; however, to address concerns identified in scoping, this analysis considers it a Category 3 vibration-sensitive use. The Terminal Annex is located 85 feet from the Gold Line within the screening distance identified in Section 3 of this report.





| | | | 2026 | | 2031 | | | 2040 | | | | |
|---|-----------------------------|-----------------------|--|------------------|------------------|------------------|-------------------|------|------------------|------------------|-------------------|------|
| | | Existing Condition | Proposed Project and Build Alternative | | Proposed Project | | Build Alternative | | Proposed Project | | Build Alternative | |
| Location | Rail Line | VdB | VdB | dBA ¹ | VdB | dBA ¹ | VdB | dBA¹ | VdB | dBA ¹ | VdB | dBA¹ |
| William Mead Homes ³ | HSR | NA | | | NA ² | NA | NA ² | NA | 55 | 20 | 63 | 28 |
| nomes ³ | Regional/ Intercity Rail | 69 | No Change | | 68 | 33 | 71 | 37 | 68 | 33 | 68 | 33 |
| Terminal Annex Gold Line HSR Regional/ Intercity Rail | Gold Line | Not Measured NA | 57 | 21 | 57 | 21 | 57 | 21 | 57 | 21 | 57 | 21 |
| | HSR | | NA ² | NA | NA ² | NA | NA ² | NA | 54 | 19 | 54 | 19 |
| | | | 53 | 18 | 53 | 18 | 55 | 20 | 53 | 18 | 55 | 20 |
| Mozaic | Gold Line | 84 | 55 | 20 | 55 | 20 | 55 | 20 | 55 | 20 | 55 | 20 |
| Apartments | HSR | NA | NA ² | NA | NA ² | NA | NA ² | NA | 43 | 8 | 43 | 8 |
| | Regional/ Intercity Rail | 77 | 56 | 21 | 56 | 21 | 56 | 21 | 56 | 21 | 53 | 18 |

Notes:

dBA=A-weighted decibel; HSR=High-Speed Rail; VdB=velocity in decibels





¹ FTA indicates that typical groundborne noise in dBA is calculated by subtracting 35 dB from the calculated VdB value. See Section 4.2 for vibration thresholds.

² HSR infrastructure in the interim phase of the project would operate conventional passenger rail.

³ The westernmost William Mead Home building closest to the proposed project and build alternatives is within 200 feet but beyond 100 feet from crossovers.





Table 8-4 identifies operational, groundborne vibration and noise levels for the proposed project and the build alternative would be below the FTA impact criteria for Category 2 and Category 3 land uses (FTA 2018). Additionally, there are no predicted increases of 3 VdB or greater from operation of the proposed project or the build alternative; therefore, no operational, groundborne vibration or groundborne noise impacts are predicted for the proposed project or the build alternative. Impacts are considered less than significant.

8.3 Construction Noise

| THRESHOLD | Result in a substantial temporary or periodic increase in ambient noise levels in the |
|-----------|---|
| D | project vicinity above levels existing without the project |

8.3.1 Proposed Project and Build Alternative

Construction of the proposed project or the build alternative would take place in phases over the course of approximately 6 years. Construction activities associated with the project would result in temporary periods of relatively high noise levels. The noise levels from construction activities were estimated using the method described Section 3.3. The results are summarized in Table 8-5, which provides estimates of peak day noise levels for each construction phase and segment. This noise and vibration impact evaluation is conservative and adequately addresses any potential impacts that could occur in the interim condition because the detailed construction scenario prepared to support the environmental impact evaluation assumes all major project elements would be constructed concurrently. If run-through track infrastructure south of LAUS is constructed prior to the elevated rail yard and new passenger concourse, fewer construction-related noise and vibration impacts (based on reduced equipment use) are anticipated than reported herein because the greatest amount of potential impacts are addressed within this analysis.

As an example, if only two of the run-through tracks are constructed by 2026, the construction noise and vibration associated with those tracks would not occur in later years as is currently assumed in this analysis. It is anticipated that these run-through tracks would be constructed roughly where existing Tracks 3 and 4 are currently located, which is in close proximity to Mozaic Apartments. Construction noise and vibration that would have occurred during the build out of the entire proposed project would no longer occur in later years of project development; therefore, construction noise levels would be lower than those identified in Table 8-5. Vibration levels would be no higher than those predicted for the full build out of the proposed project under any phased run-through track scenario.

During construction, impacts would occur at Category 2 land uses at distances of up to approximately 250 feet under daytime (7:00 AM to 10:00 PM) impact criteria (i.e., $80 \, dBA \, L_{eq}$) and approximately 300 feet under nighttime (10:00 PM to 7:00 AM) impact criteria (i.e., $70 \, dBA \, L_{eq}$). It is anticipated that some construction work would take place during nighttime hours to achieve the efficiencies of working during off-peak times of the day and meet Metro's desired construction completion timeframe.





At William Mead Homes specifically, construction of the sound wall required as part of Mitigation Measure NV-1 (described in Section 10.2) would also result in construction noise impacts. Specifically, construction noise associated with the installation of the sound wall and use of heavy machinery is presented below.

Category 2 land uses (i.e., residential) exist within the respective daytime and nighttime impact distances (250 feet and 300 feet) and include William Mead Homes and Mozaic Apartments; therefore, the construction noise impact is considered a significant impact. Mitigation Measure NV-2 (described in Section 10.2) is proposed to reduce construction-related noise impacts. Mitigation Measure NV-3 (described in Section 10.2) also includes provisions to reduce the annoyances caused by construction-related noise impacts (in addition to vibration impacts). Although construction-related noise impacts would be reduced through implementation of Mitigation Measures NV-2 and NV-3, impacts would remain significant and unavoidable.

8.4 Construction Vibration

| THRESHOLD | Expose persons to or generation of excessive groundborne vibration or |
|-----------|---|
| В | groundborne noise levels. |

8.4.1 Proposed Project and Build Alternative

Construction of the proposed project or the build alternative would result in temporary vibration along the alignment from use of heavy equipment and machinery. Building demolition would also be required in limited circumstances along Commercial Street. The vibration levels from construction activities were estimated using the method described above, and the results are summarized in Table 8-7.

Two pieces of construction equipment (pile driver and vibratory roller) were utilized in this assessment because those pieces of equipment have the highest construction vibration levels anticipated to be utilized during construction. Vibration from pile driving has the highest vibratory level but would only be used for limited durations and at select locations where piles are required to be driven. The vibratory roller is more likely to be used especially in areas near noise-sensitive receivers. The vibratory roller is not predicted to damage structures because the vibratory roller would not be used within 25 feet of a sensitive structure, a distance that eliminates concern of structural damage. The source levels are estimates provided in the FTA guidance and are generally conservative; however, it is possible that ultimately whatever pile driver is used will have a somewhat different source level.

From an annoyance perspective, impact pile driving would be characterized as a frequent source of vibration, as there would more than 70 pile strikes (or events) per day. Mozaic Apartments are the nearest sensitive land uses and are within 300 feet from pile driving activities (if this construction technique is utilized). Additionally, use of the vibratory roller may occur near some sensitive land uses continuously over the course of several days and would be considered a frequent vibration source during construction. The vibratory roller would be used in closer proximity to sensitive areas, such as William Mead Homes (Category 2 land use). Per the FTA manual, the frequent impact threshold for Category 2 land uses is 72 VdB (FTA 2018).





Vibration from construction of the proposed project could be considered an annoyance to residential land uses situated within approximately 300 feet of an impact pile driver and 140 feet of the vibratory roller; however, pile driving activities would be restricted from occurring within 50 feet of a sensitive land use and therefore impacts from a damage perspective would occur. Nevertheless, because construction would occur within 300 feet of an impact pile driver and 140 feet of the vibratory roller from sensitive land uses, a severe impact would occur related to William Mead Homes and Mozaic Apartments from an annoyance perspective. This is considered a significant impact. Mitigation Measure NV-2 (described in Section 10.2) is construction-related proposed reduce actual vibration impacts, Mitigation Measure NV-3 (described in Section 10.2) is proposed to reduce the annoyances caused by construction-related vibration impacts. Upon implementation of proposed mitigation, impacts would be reduced to a level less than significant.









| | | | | | Co | omposite | e Sound I | _evel (Leq) | at Dista | ance ³ |
|-----------|-----------|-------------------------|----------|--------------------------------------|----|----------|------------|-------------|----------|-------------------|
| | | Equipment | ,1 | | | Va | ariable Di | stances | (feet) | |
| hase | Sub-Phase | Туре | Quantity | L _{max} at 50' ² | 50 | 100 | 200 | 400 | 800 | 1000 |
| egment 1: | NA | Drill rig | 1 | 79 | 86 | 80 | 74 | 68 | 62 | 60 |
| egment | | Wheelloader | 4 | 79 | | | | | | |
| | | Excavator | 3 | 81 | | | | | | |
| | | Concrete mixer truck | 1 | 79 | | | | | | |
| | | Crane | 1 | 81 | | | | | | |
| | Forklift | 2 | 75 | | | | | | | |
| | ncourse | Water truck | 2 | 74 | | | | | | |
| egment 2: | | Drill rig 1 79 86 80 74 | | | | | | 68 | 62 | 60 |
| egment | | Wheelloader | 4 | 79 | | | | | | |
| | | Excavator | 3 | 81 | | | | | | |
| | | Concrete mixer truck | 1 | 79 | | | | | | |
| | | Crane | 1 | 81 | | | | | | |
| | | Forklift | 2 | 75 | | | | | | |
| | | Water truck | 2 | 74 | | | | | | |





| | | | | | Co | omposite | Sound L | Level (Leq) | el (Leq) at Distance ³ | | | | |
|---------------------------|----------------------------|----------------------|----------|--------------------------------------|----|----------|------------|-------------|-----------------------------------|------|--|--|--|
| | | Equipment | 1 | | | Va | ıriable Di | stances (| feet) | | | | |
| Phase | Sub-Phase | Туре | Quantity | L _{max} at 50' ² | 50 | 100 | 200 | 400 | 800 | 1000 | | | |
| Segment 3: Run-Through | Cast-in-drilled-hole piles | Drill rig | 2 | 79 | 85 | 79 | 73 | 67 | 61 | 59 | | | |
| Segment | F | Wheelloader | 2 | 79 | | | | | | | | | |
| | | Concrete pump | 2 | 81 | | | | | | | | | |
| | | Concrete mixer truck | 4 | 79 | | | | | | | | | |
| | | Crane | 1 | 81 | | | | | | | | | |
| | | Haul truck | 2 | 76 | | | | | | | | | |
| | Superstructure | Concrete pump | 2 | 81 | 83 | 77 | 71 | 65 | 59 | 57 | | | |
| placement | piacement | Concrete mixer truck | 3 | 79 | | | | | | | | | |
| | | Forklift | 2 | 75 | | | | | | | | | |
| | | Crane | 2 | 81 | | | | | | | | | |
| | Pile driving for abutments | Pile driving machine | 1 | 101 | 94 | 88 | 82 | 76 | 70 | 68 | | | |
| | 3.5 | Wheel loader | 1 | 79 | | | | | | | | | |
| | | Crane | 1 | 81 | | | | | | | | | |
| | Bridge earthwork | Excavator | 1 | 81 | 81 | 75 | 69 | 63 | 57 | 55 | | | |





| | | | | | Co | omposite | e Sound I | evel (Leq | at Dista | eet) 800 1000 60 58 | | | | | | |
|------|-----------------------------|---------------------------------------|----------|--------------------------------------|----|----------|------------|-----------|----------|-----------------------|--|--|--|--|--|--|
| | | Equipment | 1 | | | Va | ariable Di | stances | (feet) | | | | | | | |
| hase | Sub-Phase | Туре | Quantity | L _{max} at 50 ¹² | 50 | 100 | 200 | 400 | 800 | 1000 | | | | | | |
| | | Wheel loader | 1 | 79 | | | | | | | | | | | | |
| | | Hauling truck | 2 | 76 | | | | | | | | | | | | |
| | | Water truck | 1 | 74 | | | | | | | | | | | | |
| | Commercial Street earthwork | Dozer | 2 | 82 | 84 | 78 | 72 | 66 | 60 | 58 | | | | | | |
| | Cartilwork | Wheel loader | 2 | 79 | | | | | | | | | | | | |
| | | Hauling truck | 2 | 76 | | | | | | | | | | | | |
| | | Water truck | 1 | 74 | | | | | | | | | | | | |
| | Commercial Street paving | Backhoe | 1 | 78 | 83 | 77 | 71 | 65 | 59 | 57 | | | | | | |
| | Pav9 | Grader | 1 | 85 | | | | | | | | | | | | |
| | | Asphalt concrete paver | 1 | 77 | | | | | | | | | | | | |
| | | Roller compactor | 1 | 80 | | | | | | | | | | | | |
| | | Asphalt concrete /base delivery truck | 1 | 74 | | | | | | | | | | | | |
| | | Forklift | 1 | 75 | | | | | | | | | | | | |
| | | Water truck | 1 | 74 | | | | | | | | | | | | |





| | | | | | Co | omposite | Sound L | Level (Leq) | at Dista | 1000 58 | | | |
|------|---|----------------------|----------|--------------------------------------|-------------|----------|------------|-------------|--------------|------------|--|--|--|
| | | Equipmer | ıt¹ | | | Va | ariable Di | stances | ances (feet) | | | | |
| hase | Sub-Phase | Туре | Quantity | L _{max} at 50 ¹² | 50 | 100 | 200 | 400 | 800 | 1000 | | | |
| | Commercial Street | Concrete pump | 2 | 81 | 84 | 78 | 72 | 66 | 60 | 58 | | | |
| | Constitution with | Concrete mixer truck | 6 | 79 | | | | | | | | | |
| | BNSF West Bank Yard earthwork BNSF West Bank | Dozer | 2 | 82 | 84 | 78 | 72 | 66 | 60 | 58 | | | |
| | | Wheel loader | 2 | 79 | | | | | | | | | |
| | | Haul truck | 2 | 76 | | | | | | | | | |
| | | Water truck | 1 | 74 | | | | | | | | | |
| | | Compactor | 1 | 83 | 85 79 73 67 | | 67 | 61 | 59 | | | | |
| | Yard rail placement | Ballast regulator | 4 | 82 | | | | | | | | | |

Notes:





¹ Equipment mix obtained from project engineers 7/8/2016

² Measured L_{max} at given reference distance obtained from the Federal Highway Administration Roadway Construction Noise Model, Federal Highway Administration 2018 and/or FTA Noise and Vibration Guidance 2018

Joistance factor determined by the inverse square law defined as 6 dBA per doubling of distance as sound travels away from an idealized point.
Usage factor assumed to be that identified in FHWA Roadway Construction Noise Model.
Leq=equivalent noise level; Lmax=maximum sound level; NA=not applicable

Table 8-6. William Mead Homes Sound Wall Construction Noise Levels

| | | | | Composite dBA | Leq (hourly) at | Distance (feet | et) | |
|--------------------------------------|----------|-----------------|---------|---------------|-----------------|----------------|----------|--|
| Equipment | Quantity | Lmax at 50 feet | 50 feet | 100 feet | 200 feet | 400 feet | 500 feet | |
| Backhoe | 1 | 78 | | | | | | |
| 185 cubic foot per minute compressor | 1 | 78 | 79 | 73 | 67 | 61 | 59 | |
| Concrete pump truck | 1 | 81 | 75 | /3 | 07 | 01 | 39 | |
| 400 amp welder | 1 | 74 | | | | | | |

Notes:

Usage factors obtained from FHWA RCNM 2006

dBA=A-weighted decibel; Leq=equivalent noise level; Lmax=maximum sound level

| Table 8-7. G | roundbor | ne Vibrat | ion and G | roundl | orne Noi | se Leve | ls | | | | | | | |
|-----------------------|------------------------------|-------------------|--------------------------|--------|--------------------------|---------|--------------------------|-----|-----------------------|-----|--------------------------|------|-----------------------|-----|
| | PPV at | | 50 fee | et | 75 fe | et | 100 f | eet | 150 fe | et | 200 1 | feet | 300 fe | et |
| Equipment | 25 feet (inch/ second) | VdB at 25 feet | PPV (inch/ second) | VdB | PPV (inch/ second) | VdB | PPV (inch/ second) | VdB | PPV (inch/ second) | VdB | PPV (inch/ second) | VdB | PPV (inch/ second) | VdB |
| Impact pile Driver | 0.644 | 104 | 0.228 | 95 | 0.124 | 90 | 0.081 | 86 | 0.044 | 80 | 0.028 | 77 | 0.015 | 72 |
| Vibratory roller | 0.21 | 94 | 0.074 | 85 | 0.040 | 80 | 0.026 | 76 | 0.014 | 70 | 0.009 | 67 | 0.005 | 62 |

Notes:

PPV=peak particle velocity; VdB=velocity in decibels









9.0 Cumulative Impacts Related to Noise and Vibration

Cumulative projects considered in the cumulative analysis include local development and transportation projects, as well as general growth within the Southern California Association of Governments (SCAG) region. This noise and vibration analysis includes an assessment of estimated train movements at LAUS and in the project study area to support forecasted population growth; therefore, the direct impact analysis already considers the cumulative noise levels and associated impacts of regional/intercity rail and HSR operational noise and vibration (2040 condition).

Cumulative noise and vibration impacts were considered by the SCAG as part of the Environmental Impact Report (EIR) prepared for the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016). The cumulative regional noise and vibration impacts identified in that EIR include those typically associated with improvements along transportation corridors (e.g., railroads, highways, transit). The most prevalent noise sources identified in the RTP/SCS would be associated with roadway vehicle traffic, rail/transit, and aviation activity. Several impacts were identified within 500 feet of major transportation sources of noise, including rail lines used by regional/intercity rail and HSR.

Construction and operation of cumulative projects including other infrastructure improvements outside of the project study area required to implement system-wide efficiencies and changes in regional/intercity operations from implementation of the SCORE Program would add noise to the current noise environment and also reduce noise, if all improvements are fully implemented. For example, if rail projects, such as Link US, are built, some trips that people would otherwise make by car or via airplane would be offset by using regional/intercity trains. It is anticipated that all transportation sectors would gradually increase in noise as a result of the land use changes and transportation projects identified in the RTP/SCS EIR.

Construction of other projects in the project study area could occur concurrently with the construction of the proposed project or the build alternative, which cumulatively could also result in increased noise and vibration at noise-sensitive receptors. The greatest potential for a cumulative impact on the local noise environment would be the incremental addition of new regional/intercity rail service combined with HSR operations. As provided in the project-level analyses prior to implementation of mitigation, moderate and severe impacts would occur at William Mead Homes and Mozaic Apartments for the proposed project and the build alternative. Combined with other cumulative projects, these noise impacts could be cumulatively significant.

Program-level mitigation measures are identified in the RTP/SCS EIR, demonstrating that some form of mitigation is possible, and should be considered when moderate impacts occur consistent with FTA and FRA guidance. In the program-level environmental analysis for the RTP/SCS, noise walls near highways are identified as a potential mitigation measure to reduce transportation-related noise.

Construction impacts may overlap with other projects identified in the RTP/SCS EIR. However, the operational and construction noise impacts identified in Sections 8.0 and 10.0 of this document are inclusive of cumulative impacts, and mitigation would achieve reductions of direct and cumulative noise





and vibration impacts. However, despite the combination of project construction with other projects, even if the projects follow the application of the proposed mitigation, the noise and vibration impacts could be cumulatively considerable, especially if other cumulative projects include nighttime construction.

As part of the proposed project, safety improvements are proposed at Main Street because Metro is working with the City of Los Angeles to implement a future quiet zone for trains crossing at the Main Street public at-grade crossing. Potential noise reductions that may occur to sensitive receptors analyzed in this report were estimated if a quiet zone were implemented. Based on the results, noise levels would change only negligibly mainly due to the distance of the Main Street public at-grade crossing to sensitive receptors evaluated and because trains are assumed to keep using horns at the two private at-grade crossings in the throat segment adjacent to William Mead Homes. The horns being used at Main Street would not contribute to substantial noise reductions, although a quiet zone at Main Street would help to reduce some noise levels to sensitive receptors at William Mead Homes. Reduced horn noise at any receptor within William Mead Homes may also result in reduced sleep disturbance. The noise reductions resulting from the City's implementation of a quiet zone would result in a cumulative benefit.

An additional cumulative noise benefit could also be realized from implementation of the City of Los Angeles window replacement program for the William Mead Homes buildings located in close proximity to the rail lines. This retrofit project would include acoustical treatments of the buildings, such as sound attenuating windows. Approval of this program is ongoing. As with the quiet zone, the ultimate outcome of this effort is unknown. To be conservative, adjustments to noise levels (and the associated noise reduction benefits) were not considered as part of the quantitative project-level noise predictions for 2026, 2031, or 2040.



10.0 Mitigation

Implementation of the following mitigation measures would reduce significant impacts identified under CEQA related to noise and vibration. Where applicable, these mitigation measures incorporate mitigation measures identified in the SCAG RTP/SCS Final EIR (SCAG 2016).

10.1 Operational Noise Mitigation

Operational noise mitigation is typically achieved at the source (i.e., the train itself) or along the source-to-receiver path. FTA and FRA require that mitigation be considered to address moderate noise impacts, and be required to address severe noise impacts. The following mitigation measures are proposed:

NV-1 Construct Sound Wall: Prior to reaching the maximum daily regional/intercity train movement through LAUS in 2031 (770 trains), Metro shall construct a sound wall up to 22 feet in height to reduce operational noise impacts at William Mead Homes to a level less than significant. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have an approximate sound transmission class rating of 50 and a surface density of at least 4 pounds per square foot. Metro may construct the sound wall earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.

A sound wall's effectiveness is a function of the path length difference between the noise source (trains), receiver (William Mead Homes residents), and the wall. The projected sound levels at the receiver decrease in response to the placement of a sound wall, which increases the path length difference. Figure 10-1 and Figure 10-2 illustrate the approximate placement of the sound wall as proposed in Mitigation Measure NV-1 for the proposed project and the build alternative, respectively. Figure 10-3 through Figure 10-7 depict the noise contours after implementation of Mitigation Measure NV-1 at William Mead Homes for the proposed project and build alternative, for each year considered respectively.





Figure 10-1. Location of Sound Wall at William Mead Homes (Proposed Project)





Cardinal Street

Cardin

Figure 10-2.-Location of Sound Wall at William Mead Homes (Build Alternative)









LEGEND FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) Noise Impacts (Mitigated) Measurment Location Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening ---- Rail Right-of-way Severe Impact Limit Private At-Grade Crossing

Figure 10-3. Noise Impact Areas at William Mead Homes – Proposed Project and Build Alternative (2026 Condition with Mitigation)









LEGEND Noise Impacts (Mitigated) FTA Land Use Category 2 (Residential/land uses Measurment Location and buildings where people normally sleep) Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening use) Rail Right-of-way Severe Impact Limit A Private At-Grade Crossing

Figure 10-4. Noise Impact Areas at William Mead Homes – Proposed Project (2031 Condition with Mitigation)









LEGEND FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) Noise Impacts (Mitigated) Measurment Location Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening ---- Rail Right-of-way Severe Impact Limit Private At-Grade Crossing

Figure 10-5. Noise Impact Areas at William Mead Homes – Build Alternative (2031 Condition with Mitigation)





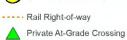




Figure 10-6. Noise Impact Areas at William Mead Homes – Proposed Project (2040 Condition with Mitigation)









FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep)
FTA Land Use Category 3 (Institutional/land uses

FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening use)



0 Feet 75









LEGEND FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) Noise Impacts (Mitigated) Measurment Location Moderate Impact Limit FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening use) ---- Rail Right-of-way Severe Impact Limit

Figure 10-7. Noise Impact Areas at William Mead Homes – Build Alternative (2040 Condition with Mitigation)



Private At-Grade Crossing







10.2 Construction Noise and Vibration Mitigation

General project construction noise and construction of the sound wall associated with NV-1 (described in Section 10.2) would exceed the FTA's construction noise guidelines at receptors nearest to the proposed alignment(s), including William Mead Homes and Mozaic Apartments. The following mitigation is proposed to address construction-related noise impacts:

- NV-2 Employ Noise- and Vibration-Reducing Measures during Construction: The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:
 - Design considerations and project layout:
 - o Construct temporary noise walls, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers
 - o Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available
 - o Site equipment on the construction site as far away from noise-sensitive sites as possible
 - o Construct walled enclosures around especially noisy activities or clusters of noisy equipment (i.e., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures)
 - Sequence of operations:
 - o Restrict pile driving to daytime periods
 - o Combine noisy operations to occur in the same time period
 - The total noise level produced would not be significantly greater than the level produced if the operations were performed separately
 - o Avoid nighttime activities to the maximum extent feasible
 - Sensitivity to noise increases during the nighttime hours in residential neighborhoods
 - Alternative construction methods:
 - o Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible
 - Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use





- o Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines
- o Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers)

In an effort to keep construction noise levels below FTA's construction noise or vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes and Mozaic Apartments, within 300 feet of construction activities, approximately). Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance further away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).

NV-3 Prepare a Community Notification Plan for Project Construction: To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions from the community or other interested groups.

10.3 Level of Significance after Mitigation

10.3.1 Operation

Construction of the sound wall for the proposed project or the build alternative would mitigate all severe operational noise impacts on William Mead Homes in 2031 and 2040 by blocking the line of sight from the receptors to the noise source (e.g., locomotives and railcars). Moderate impacts would also be reduced in the 2026 condition if the sound wall is constructed. Operational noise levels for the proposed project or the build alternative would be reduced by 12 dB and 7 dB at impacted locations, respectively. Based on these reductions, upon implementation of mitigation, operational noise impacts would be reduced to a level less than significant. Table 10-1 summarizes the impact conditions before and after mitigation is applied.



69

69

66

68

75

68

68

75

68

Table 10-1. Operational Noise Levels at William Mead Homes (Unmitigated and Mitigated) (2040 Condition) **Unmitigated Project Noise Mitigated Project Noise** Mitigated FTA Noise Reduction from Unmitigated FTA Level of **Level of Noise** Exposure Exposure Mitigation (dBA) (dBA) (Insertion Loss) **Noise Impact Impact** Existing **Proposed** Noise Build Build **Project and** Build Build **Proposed Proposed** Receptor **Exposure Proposed Proposed Build Alternative** ID (dBA) **Project Alternative Project Alternative Project** Alternative **Project Alternative**

61

67

61

7

12

7

Moderate

Severe

Severe

7

8

7

Moderate

Severe

Severe

None

None

None

Moderate¹

Proposed Project:

Build Alternative:

Notes:

WM6

WM8

PK1

61

63

61





The reason for the difference in sound levels is due to the slight variation in the location of the sound wall per Mitigation Measure NV-1 dBA=A-weighted decibel; FTA=Federal Transit Administration; ID=identification; $L_{dn}=day$ -night average sound level; $L_{eq}=equivalent$ noise level





10.3.2 Construction

Implementation of Mitigation Measures NV-1 and NV-2 would reduce impacts on sensitive receptors associated with temporary, short-term increased equipment noise, groundborne noise, and vibration from project construction. Mitigation Measure NV-3 would reduce the annoyance of noise and vibration impacts during the construction phase.

Although the mitigation measures reduce noise generated during construction, noise levels would remain above 80 dBA L_{eq} (within 100 feet) during daytime hours throughout much of project study area and would result in the most impact within Segment 2, where the Mozaic Apartments occur.

Additionally, nighttime construction activities in close proximity to William Mead Homes and Mozaic Apartments could exceed 70 dBA Leq at distances of up to 300 feet, which would exceed FTA's 8-hour nighttime noise standard. Based on these considerations, impacts related to construction would remain significant and unavoidable.









11.0 References

- California High-Speed Rail Authority (CHSRA). 2014. Environmental Methodology Guidelines.
- Federal Highway Administration (FHWA). 2011. Noise: Analysis and Abatement Guidance. https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide02.cfm
- HDR. 2018. Link US Rail Planning Technical Memorandum.
- International Organization for Standardization's standard. 1996. *Acoustics Attenuation of Sound during Propagation Outdoors*. ISO 9613-2.
- Los Angeles County Metropolitan Transportation Authority (Metro). 2018. LA County Grade Crossing and Rail Corridor Study.
- Southern California Association of Governments (SCAG). 2016. Regional Transportation Plan/Sustainable Communities Strategy Environmental Impact Report.
- U. S. Environmental Protection Agency (EPA). 1978. Protective Noise Levels, Condensed Version of EPA Levels Document.







Appendix A: Federal Transit Administration Acoustic Modeling Input Data









| _AUS_12 | | | Rail track: | Direction: | _ | V | Section: 1 | | Km: 0+000 |
|------------------|--------------------------|----------------------------|-------------------|--------------|-----------|-------------|-------------------------|---------------|-------------------|
| | Train t | уре | | Number o | | Speed | Length per | | on level |
| | | | | day | night | | train Max | day | night |
| _ | | | 0 | 1 | 0 | km/h 16 | m 203 - | dB(A) 51.2 | dB(A) 43.7 |
| | | | 0 | 3 | 1 | 16 | 203 - 151 - | 56.7 | 43.7 52.7 |
| Track | | nates of track axis | 1 | Track | Cı | urve | Multiple | | ected |
| Station | X | Υ | Z | type | | dius | reflections | | on level |
| km | 200477.047 | 2700254.050 | 91.92 | [dB] - | | dB] - | [dB] | day - | night |
| 0+000 0+457 | 386177.817 386093.644 | 3769354.950 3768905.678 | 93.38 | - | | - | - | - | _ |
| AUS_12 | | | Rail track: | Direction: | | | Section: 2 | | Km: 0+000 |
| | Train t | уре | | Number o | f trains | Speed | Length per | Emissi | on level |
| | | | | day | night | | train Max | day | night |
| | | | - | _ | | km/h | m | dB(A) | dB(A) |
| | | | 0 | 3 | 1 0 | 16 16 | 151 - 203 - | 56.8 51.2 | 52.7 43.7 |
| Track | Coordi | nates of track axis | U | Track | | urve | Multiple | | ected |
| Station | X | Υ | Z | type | | dius | reflections | | on level |
| km | | | | [dB] | [0 | dB] | [dB] | day | night |
| 0+000 | 386177.817 | 3769354.950 | 91.92 93.32 | - | | - | - | - | - |
| 0+457 _AUS_12 | 386104.970 | 3768904.234 | Rail track: | Direction: | | - | Section: 3 | | Km: 0+000 |
| 1200_12 | Train t | | taii track. | Number o | f trains | Speed | Length per | Fmissi | on level |
| | Trairre | ypo | | day | night | Оросси | train Max | day | night |
| | | | | | 3 | km/h | m | dB(A) | dB(A) |
| | | | 0 | 3 | 1 | 16 | 151 - | 56.7 | 52.9 |
| Track | Caardi | nates of track axis | 0 | 1 Track | 0 | urve 16 | 203 - Multiple | 51.2 | 43.7 ected |
| Station | X | Y | Z | type | | dius | reflections | | on level |
| km | Λ | ' | _ | [dB] | | dB1 | [dB] | day | night |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | - | | - | - | - | - |
| 0+483 | 386072.904 | 3768910.668 | 93.58 Rail track: | Direction: | | - | - Section: 4 | - | Km: 0+000 |
| AUS_12 | Train t | | Rail track. | Number o | of trains | Speed | Length per | Emicei | on level |
| | Hailit | ype | | day | night | Speed | train Max | day | night |
| | | | | aay | 9 | km/h | m m | dB(A) | dB(A) |
| | | | 0 | 1 | 1 | 16 | 203 - | 51.2 | 53.8 |
| | 0 " | | 0 | 3 | 1 | 16 | 151 - | 56.8 | 52.7 |
| Track Station | X | nates of track axis Y | z | Track | | urve | Multiple reflections | | ected on level |
| km | ^ | ı | _ | type [dB] | | dB] | [dB] | day | night |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | - [~2] | | - | - | - | - |
| 0+483 | 386062.371 | 3768915.046 | 93.73 | - | | - | - | - | - |
| _AUS12 | | | Rail track: | Direction: | | | Section: 5 | | Km: 0+000 |
| | Train t | ype | | Number o | | Speed | Length per | | on level |
| | | | | day | night | km/h | train Max | day dB(A) | night dB(A) |
| | | | 0 | 1 | 1 | 16 | 203 - | 51.2 | 53.7 |
| | | | 0 | 3 | 1 | 16 | 151 - | 56.8 | 52.7 |
| | | nates of track axis | | Track | | urve | Multiple | | ected |
| Track | Χ | Υ | Z | type | | dius dB] | reflections | | on level |
| Station | | | | | | 161 | [dB] | day | night |
| Station km | | 3768011 282 | 03.66 | [dB] | | <u>-</u> | | - | |
| Station | 386056.081 386134.905 | 3768911.282 3769300.687 | 93.66 91.92 | - [aB] | | - - | - | - - | - - - |

| _AUS_12 | | | Rail track: | Direction: | _ | | Section: 6 | | Km: 0+000 |
|------------------|--------------------------|----------------------------|----------------|------------|----------|----------|----------------|--------------|--------------|
| | Train t | ype | | Number o | | Speed | Length per | | sion level |
| | | | | day | night | | train Max | day | night |
| | | | 0 | 4 | 4 | km/h | m | dB(A) | dB(A) |
| | | | 0 | 1 3 | 1 | 16 16 | 203 - 151 - | 51.2 56.8 | 53.7 52.7 |
| Track | 1 | nates of track axis | 1 | Track | Cu | ırve | Multiple | | rected |
| Station | X | Υ | Z | type | | dius | reflections | | sion level |
| km | 000470 400 | 0700004 047 | 24.00 | [dB] | | dB] | [dB] | day | night |
| 0+000 0+481 | 386178.406 386077.284 | 3769381.047 3768910.870 | 91.92 89.57 | - | | - | : | - | _ |
| AUS_12 | | | Rail track: | Direction: | | | Section: 7 | | Km: 0+000 |
| | Train t | уре | | Number o | f trains | Speed | Length per | Emiss | sion level |
| | | | | day | night | | train Max | day | night |
| | | | - | | | km/h | m | dB(A) | dB(A) |
| | | | 0 | 1 | 0 1 | 16 16 | 203 - 151 - | 51.2 56.8 | 43.7 52.7 |
| Track | Coordi | nates of track axis | U | Track | | urve | Multiple | | rected |
| Station | X | Υ | Z | type | rac | dius | reflections | | sion level |
| km | | | | [dB] | [0 | dB] | [dB] | day | night |
| 0+000 0+483 | 386178.406 386088.708 | 3769381.047 3768906.239 | 91.92 89.41 | - | | - | | - | _ |
| hroat5 | 300000.700 | | Rail track: | Direction: | | | Section: 8 | 3 | Km: 0+000 |
| | Train t | ype | | Number o | f trains | Speed | Length per | Emiss | sion level |
| | | | | day | night | | train Max | day | night |
| | | | | | | km/h | m | dB(A) | dB(A) |
| | | | 0 | 2 | 0 1 | 32 32 | 203 - 151 - | 52.3 | 45.0 50.7 |
| Track | Coordi | nates of track axis | 0 | Track | | urve | Multiple | Cor | rected |
| Station | X | Υ | Z | type | | dius | reflections | | sion level |
| km | | | | [dB] | [0 | dB] | [dB] | day | night |
| 0+000 0+427 | 386218.875 386528.833 | 3769479.511 3769712.436 | 89.92 89.92 | - | | - | - | - | - |
| Throat5 | 000020.000 | | Rail track: | Direction: | | | Section: 9 |) | Km: 0+000 |
| | Train ty | ype | | Number o | f trains | Speed | Length per | Emiss | sion level |
| | | | | day | night | | train Max | day | night |
| | | | | | | km/h | m | dB(A) | dB(A) |
| | | | 0 | 2 | 0 1 | 32 32 | 203 - 151 - | 52.3 | 45.0 50.7 |
| Track | Coordi | nates of track axis | 0 | Track | | urve | Multiple | Cor | rected |
| Station | X | Υ | Z | type | | dius | reflections | | sion level |
| km | | | | [dB] | [0 | dB] | [dB] | day | night |
| 0+000 0+094 | 386218.718 386178.905 | 3769479.515 3769394.567 | 89.92 91.92 | - | | - | - | - | - |
| hroat5 | 300170.303 | | Rail track: | Direction: | | | Section: 1 | 0 | Km: 0+000 |
| | Train ty | | | Number o | f trains | Speed | Length per | | sion level |
| | | | | day | night | | train Max | day | night |
| | | | | | | km/h | m | dB(A) | dB(A) |
| | | | 0 | 2 | 0 1 | 32 32 | 203 - 151 - | 52.3 - | 45.0 50.7 |
| | Coordi | nates of track axis | Ŭ | Track | | urve | Multiple | Cor | rected |
| Track | | Υ Υ | Z | type | | dius | reflections | | sion level |
| Track Station | Χ | | | | | | [4D] | dov | niaht |
| Station km | | | | [dB] | [C | dB] | [dB] | day | night |
| Station | 386174.760 386527.929 | 3769396.376 3769722.157 | 89.92 89.92 | [dB] - | [0 | - | - - | uay - | night - |

| | | R | tail track: | Direction: | _ | _ | Sec | ction: 11 | | Km: 0+000 |
|------------------|--------------------------|----------------------------|----------------|--------------|-----------|--------------|---------------|-----------|-----------|------------|
| | Train t | уре | | Number of | | Speed | Length per | | | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | - | dB(A) | dB(A) |
| | | | 0 | 2 0 | 0 1 | 32 32 | | | 52.3 - | |
| Track | Coord | inates of track axis | | Track | Cı | urve | Multiple |) | Cor | rected |
| Station | X | Y | Z | type | ra | dius | reflection | าร | Emiss | sion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 0+526 | 386174.793 386528.159 | 3769396.361 3769717.272 | 89.92 89.92 | - | | - | - | | - | - |
| .oop1 | 00002000 | | ail track: | Direction: | | | Sec | ction: 12 | | Km: 0+000 |
| | Train t | type | | Number o | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 9 | 1 | 32 | 203 | L - L | 59.3 | 51.9 |
| Track | 1 | inates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+754 | 386626.714 386721.490 | 3768836.135 3769547.532 | 84.15 89.92 | - | | - | - | | - | - |
| IE 3trk | 366721.490 | | tail track: | Direction: | | - | | ction: 13 | | Km: 0+000 |
| IL_Ottik | Train t | | Lan traok. | Number | of trains | Speed | Length per | | | sion level |
| | Train | урс | | day | night | Opeca | train | Max | day | night |
| | | | | day | riigiit | km/h | m | Max | dB(A) | dB(A) |
| | | | 0 | 0 | 2 | 32 | 151 | 1 - 1 | - | 54.7 |
| | | | 0 | 3 | 0 | 32 | 203 | - | 54.5 | 47.1 |
| Track | Coord | inates of track axis | | Track | Cı | urve | Multiple |) | Cor | rected |
| Station | X | Y | Z | type | ra | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 | 386528.833 | 3769712.436 | 89.92 | - | | - | - | | - | - |
| 0+107 | 000000.000 | 3769718.031 | 91.31 | - " | | - | - | | - | - |
| mtrakEast and | | | tail track: | Direction: | | | | ction: 14 | | Km: 0+000 |
| | Train t | rype | | Number | | Speed | Length per | 1 1 | | sion level |
| | | | | day | night | lues /ls | train | Max | day | night |
| Trook | Coord | inates of track axis | | Track | | km/h urve | m Multiple | | dB(A) | dB(A) |
| Track Station | X | 1 | Z | | | | reflection | | | sion level |
| km | ^ | Ť | ۷ | type [dB] | | dius dBl | [dB] | 15 | | 1 |
| 0+000 | 386603.806 | 3769725.686 | 89.92 | [UD] - | | <u>-</u> | [ub] - | _ | day - | night |
| 0+309 | 386912.028 | 3769750.728 | 91.91 | _ | | - | - | | - | - |
| liverside | | R | ail track: | Direction: | | | Sec | ction: 15 | | Km: 0+000 |
| | Train t | уре | | Number o | of trains | Speed | Length per | 1 | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | Coord | inates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Track | Χ | Υ | Z | type | ra | dius | reflection | ns | Emiss | sion level |
| Track Station | ^ | | | [dB] | [0 | dB] | [dB] | | day | night |
| Station km | | | | | | - | - | | | |
| Station | 386823.638 386635.696 | 3769577.065 3769718.031 | 89.26 91.31 | - | | | | - 1 | | |

| North | | F | Rail track: | Direction: | | | | ction: 16 | | Km: 0+000 |
|--------------|------------|-----------------------|-------------|------------|-----------|-------|------------|-----------|-------|-----------|
| | Train | type | | Number | of trains | Speed | Length pe | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | - | km/h | m | 1 1 | dB(A) | dB(A) |
| | | | 0 | 0 | 2 | 32 | 151 | | - | 54.7 |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | 9 | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386592.696 | 3769724.249 | 89.92 | - | | - | - | | - | - |
| 0+595 | 386894.000 | 3770187.092 | 91.44 | - | | - | - | | - | - |
| South5_noHSR | | F | Rail track: | Direction: | | | Sec | ction: 17 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | rl I | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 8 | 32 | 203 | 1 - 1 | 60.9 | 61.0 |
| | | | 0 | 48 | 6 | 32 | 151 | - | 66.3 | 59.5 |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 | 386460.712 | 3767860.643 | 79.58 | - | | - | - | | - | - |
| 0+290 | 386417.138 | 3768147.017 | 80.77 | - | | - | - | | - | - |
| .oop2_Horn | | F | Rail track: | Direction: | | | Sec | ction: 18 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | r | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | J | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 5 | 1 | 32 | 203 | 1 - 1 | 56.3 | 48.9 |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | | | rected |
| Station | X | Υ | z | type | ra | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | ſ | dB] | [dB] | | day | night |
| 0+000 | 386630.738 | 3769696.557 | 90.55 | - [] | | - | - [] | | - | - |
| 0+037 | 386663.231 | 3769678.137 | 90.50 | - | | - | - | | - | - |
| South5_noHSR | | F | Rail track: | Direction: | | | Sed | ction: 19 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | rl I | Emiss | ion level |
| | | .,,, | | day | night | | train | Max | day | night |
| | | | | aay | g.n. | km/h | m | Wax | dB(A) | dB(A) |
| | | | 0 | 13 | 8 | 32 | 203 | 1 - 1 | 60.9 | 61.0 |
| | | | ő | 48 | 6 | 32 | 151 | - | 66.3 | 59.5 |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple |) | | rected |
| Station | X | Υ | z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386456.132 | 3767859.838 | 79.84 | - | | - | - | | - | - |
| 0+177 | 386425.543 | 3768034.133 | 80.77 | | | | <u> </u> | | | - |
| outh5_noHSR | | F | Rail track: | Direction: | | | Sec | ction: 20 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | , | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 8 | 32 | 203 | - 1 | 60.9 | 61.0 |
| | | | Ö | 48 | 6 | 32 | 151 | | 66.3 | 59.5 |
| Track | Coord | linates of track axis | | Track | | urve | Multiple | e 1 | | rected |
| Station | X | Υ | z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386425.610 | 3768034.139 | 80.77 | - | | - | - (~=) | | - | - |
| 0+116 | 386412.591 | 3768149.464 | 80.77 | | | - | - | 1 | | - |
| | | | | | | | | - 60 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

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| North6 | | R | ail track: | Direction: | _ | V | Sec | tion: 21 | | Km: 0+000 |
|------------------|--------------------------|----------------------------|------------------|---------------|-------------|--------------|------------------------|----------|---------------|-------------------|
| | Train t | уре | | Number o | | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | 0 | 13 | 6 | km/h 16 | m 203 | - | dB(A) 63.6 | dB(A) 62.4 |
| | | | 0 | 48 | 6 8 | 16 | | | 69.1 | 63.5 |
| Track | Coordi | nates of track axis | 1 | Track | Cı | urve | Multiple | | Corr | ected |
| Station | X | Υ | Z | type | ra | dius | reflection | s | Emissi | on level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+104 | 386178.905 386134.905 | 3769394.567 3769300.687 | 91.92 91.92 | - | | - | - | | - | - |
| North6 | 000104.000 | | ail track: | Direction: | | | Sec | tion: 22 | | Km: 0+000 |
| | Train ty | ype | | Number o | f trains | Speed | Length per | | Emissi | on level |
| | | • | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 2 | 0 1 | 16 | 203 | - | 55.0 | 47.7 |
| Track | Coordi | nates of track axis | 0 | Track | | urve 16 | 151 Multiple | - | - Corr | 53.5 ected |
| Station | X | Y | Z | type | | dius | reflection | | | on level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386174.760 | 3769396.376 | 89.92 | - | | - | - | T | - | - |
| 0+152 Throat5 | 386110.318 | 3769258.991 | 91.92 ail track: | Direction: | | | - 500 | tion: 23 | _ | Km: 0+000 |
| Tilloais | Train t | | all track. | Number o | f trains | Speed | Length per | | Emicei | on level |
| | rrain t | ype | | day | night | Speed | train | Max | day | night |
| | | | | day | · ···g· · · | km/h | m | William | dB(A) | dB(A) |
| | | | 0 | 2 | 0 | 32 | 203 | - | 52.3 | 45.0 |
| Tuesta | Casadi | natas af tunali avia | 0 | O Tra als | 1 | 32 | 151 | - | - 0 | 50.7 |
| Track Station | X | nates of track axis | z | Track type | | urve dius | Multiple reflection | | | ected on level |
| km | ^ | ' | _ | [dB] | | dB] | [dB] | 3 | day | night |
| 0+000 | 386207.420 | 3769444.399 | 89.92 | - [] | | - | - | | - | - |
| 0+420 | 386491.280 | 3769703.788 | 89.92 | - | | - | - | | - | - |
| Throat5 | | | ail track: | Direction: | | T | | tion: 24 | | Km: 0+000 |
| | Train ty | ype | | Number o | | Speed | Length per | | | on level |
| | | | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 | 2 | 0 | 32 | 203 | - | 52.3 | 45.0 |
| | | | 0 | 0 | 1 | 32 | 151 | - | - | 50.7 |
| Track | | nates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | dius | reflection | S | | on level |
| 0+000 | 386207.338 | 3769444.437 | 89.92 | [dB] - | [0 | dB] - | [dB] - | | day - | night |
| 0+070 | 386178.406 | 3769381.047 | 91.92 | - | | - | _ | | - | - |
| LAUS_12 | | R | ail track: | Direction: | | | Sec | tion: 25 | | Km: 0+000 |
| | Train t | ype | | Number o | | Speed | Length per | | | on level |
| | | | | day | night | , | train | Max | day | night |
| | | | 0 | 1 | 0 | km/h 16 | m 203 | | dB(A) 51.2 | dB(A) 43.8 |
| | | | 0 | 1 3 | 1 | 16 | 203 151 | - | 51.2 56.7 | 43.8 52.7 |
| Track | | nates of track axis | | Track | Cı | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | s | Emissi | on level |
| km | 0004== 0.1= | 070007 : 075 | 01.00 | [dB] | [0 | dB] | [dB] | _ | day | night |
| 0+000 0+075 | 386177.817 386203.614 | 3769354.950 3769425.526 | 91.92 89.92 | | | - | - | | | - |
| 0+0/5 | 300203.014 | 3103423.320 | 09.92 | - | | - | - | | • | <u>.</u> |
| | | | | | | | | | | |

| inates of track axis Y 3769425.526 | 0 0 2 89.92 93.32 ail track: | Number of day 1 3 Track type [dB] | night 0 1 Cur radi [dE | ius 3] | Length per train Max m 203 | day dB(A) 51.2 56.8 Cor Emiss day | ion level night dB(A) 43.7 52.7 rected ion level night - |
|---|---|---|--|--|---|---|--|
| Y 3769425.526 3768903.494 Representation of track axis Y 3769425.526 | 89.92 93.32 ail track: | 1 3 Track type [dB] - Direction: Number o day | 0 1 Cur radi [dE | 16 16 ve jus 3] | m 203 - 151 - Multiple reflections [dB] Section: 2 | dB(A) 51.2 56.8 Cor Emiss day - | dB(A) 43.7 52.7 rected ion level night |
| Y 3769425.526 3768903.494 Representation of track axis Y 3769425.526 | 89.92 93.32 ail track: | Track type [dB] - Direction: Number o day | 1 Cur radi [dE - | 16 16 ve jus 3] | 203 - 151 - Multiple reflections [dB] - - Section: 2 | 51.2 56.8 Cor Emiss day | 43.7 52.7 rected ion level night |
| Y 3769425.526 3768903.494 Representation of track axis Y 3769425.526 | 89.92 93.32 ail track: | Track type [dB] - Direction: Number o day | 1 Cur radi [dE - | 16 rve ius 3] | 151 - Multiple reflections [dB] Section: 2 | 56.8 Cor Emiss day | rected ion level night - |
| Y 3769425.526 3768903.494 Representation of track axis Y 3769425.526 | 89.92 93.32 ail track: | type [dB] - Direction: Number o day | radi [dE - - | ius 3] | reflections [dB] Section: 2 | Emiss day - - | night - |
| 3769425.526 3768903.494 R type | 89.92 93.32 ail track: | [dB] Direction: Number o day | [dE | 3] | [dB] - - Section: 2 | day - - | night - - |
| 3768903.494 R type inates of track axis Y 3769425.526 | 93.32 ail track: | Direction: Number o day | f trains | | Section: 2 | - | |
| 3768903.494 R type inates of track axis Y 3769425.526 | 93.32 ail track: | Direction: Number o day | f trains | | Section: 2 | - | - |
| inates of track axis Y 3769425.526 | 0 0 | Number o day | | Speed | | 27 | 1/ 0 -00- |
| inates of track axis Y 3769425.526 | 0 | day 1 | | Speed | Length por | | Km: 0+000 |
| Y 3769425.526 | 0 | 1 | night | | Length per | Emiss | ion level |
| Y 3769425.526 | 0 | | | | train Max | day | night |
| Y 3769425.526 | 0 | | | km/h | m | dB(A) | dB(A) |
| Y 3769425.526 | | | 1 0 | 16 16 | 203 - 151 - | 51.2 56.8 | 52.9 43.7 |
| Y 3769425.526 | Z | Track | Cur | | Multiple | | rected |
| | | type | radi | | reflections | | ion level |
| | | [dB] | [dE | 3] | [dB] | day | night |
| 3768901.251 | 89.92 93.10 | - | - | | - | - | - |
| | ail track: | Direction: | - | | Section: 2 | <u> </u> | Km: 0+000 |
| type | | Number o | f trains | Speed | Length per | | ion level |
| | | day | night | | train Max | day | night |
| | | | , and the second | km/h | m | dB(A) | dB(A) |
| | 0 | 1 | 0 | 16 | 203 - | 51.2 | 43.9 |
| inates of track axis | 0 | 3 Track | 1 Cur | 16 | 151 - Multiple | 56.8 | 52.8 rected |
| Y | z | type | radi | | reflections | | ion level |
| | | [dB] | [dE | | [dB] | day | night |
| 3768914.069 3769300.687 | 93.78 91.92 | = | - | | - | - | - |
| | ail track: | Direction: | - | | Section: 2 | <u>-</u> 29 | Km: 0+000 |
| type | Li tradit. | Number o | f trains | Speed | Length per | | ion level |
| | | day | night | | train Max | day | night |
| | | | | km/h | m | dB(A) | dB(A) |
| | 0 | 1 | 0 | 16 | 203 - | 51.2 | 43.7 |
| inates of track axis | 0 | 3 Track | 1 Cur | 16 | 151 - Multiple | 56.8 | 52.7 rected |
| Y | z | type | radi | | reflections | | ion level |
| | _ | [dB] | [dE | | [dB] | day | night |
| 3768912.182 3769258.991 | 93.75 | - | - | | - | - | - |
| | 91.92 ail track: | Direction: | _ | | Section: 3 | 30 | Km: 0+000 |
| type | | Number o | f trains | Speed | Length per | | sion level |
| | | day | night | | train Max | | night |
| | | | | km/h | m | dB(A) | dB(A) |
| | 0 | 1 | 0 | 16 16 | 203 - | 51.2 | 43.7 |
| | 0 | 3 Track | 1 Cur | 16 ve | 151 - Multiple | 56.8 Cor | 52.7 rected |
| nates of track axis | 7 | | | | | | ion level |
| inates of track axis | | [dB] | | | [dB] | day | night |
| | - | | - | | | | |
| Y 3769258.991 | 91.92 | | | | _ | - | - |
| | | ates of track axis Y Z 3769258.991 91.92 | ates of track axis | Ates of track axis Track Cur Y Z type radi [dB] [dB] 3769258.991 91.92 - | rates of track axis Track Curve Y Z type radius [dB] [dB] 3769258.991 91.92 - - | ates of track axis Track Curve Multiple Y Z type radius reflections [dB] [dB] [dB] | rates of track axis Track Curve Multiple Correspond Y Z type radius reflections Emiss [dB] [dB] [dB] day 3769258.991 91.92 - - - |

| peed Length per train Max day nig dB(A) dB Multiple reflections [dB] day nig dB(A) dB Multiple Emission level day nig dB(A) dB Multiple Corrected Emission level day nig dB(A) dB Multiple reflections Emission level day nig day |
|--|
| m/h m dB(A) dB Multiple Corrected reflections Emission level [dB] day nig |
| Multiple reflections [dB] day night |
| reflections |
| Section: 32 Km: 0+ Section: 32 Km: 0+ Emission level train Max day nig dB(A) dB Multiple Corrected reflections Emission level [dB] day nig Section: 33 Km: 0+ |
| Section: 32 Km: 0+ Peed Length per train Max day nig dB(A) dB Multiple Corrected reflections Emission level day nig |
| Section: 32 Km: 0+ peed Length per train Max day nig dB(A) dB Multiple Corrected reflections Emission level day nig day nig consistency of the constant of t |
| Section: 32 Km: 0+ peed Length per train Max day nig dB(A) dB Multiple Corrected reflections Emission level day nig day nig dB day nig day n |
| peed Length per train Max day nig dB(A) dB Multiple Corrected reflections Emission level day nig dB(A) nig dB [dB] day nig d |
| train Max day nig dB(A) dB Multiple Corrected Emission level day nig control of the control of |
| Multiple Corrected |
| Multiple Corrected reflections Emission level [dB] day nig Section: 33 Km: 0+ |
| reflections Emission level [dB] day nig Section: 33 Km: 0+ |
| [dB] day nig |
| Section: 33 Km: 0+ |
| Section: 33 Km: 0+ |
| |
| |
| peed Length per Emission level |
| train Max day nig |
| m/h m dB(A) dB |
| 32 203 - 56.3 48 |
| Multiple Corrected |
| reflections Emission level |
| [dB] day nig |
| |
| |
| Section: 34 Km: 0+ |
| peed Length per Emission level |
| train Max day ni |
| m/h m dB(A) dB |
| 32 151 54 |
| 32 203 - 54.5 47 |
| Multiple Corrected |
| reflections Emission level |
| [dB] day nig |
| |
| |
| Section: 35 Km: 0+ |
| peed Length per Emission level |
| train Max day ni |
| m/h m dB(A) dB |
| 32 151 54 |
| 32 203 - 54.5 47 Multiple Corrected |
| reflections Emission level |
| [dB] day ni |
| [ub] uay III |
| |
| |

| X 386607.050 | inates of track axis | 0 | Number o | of trains night | Speed | Length per train | | | ion level |
|-----------------|--|-------------------------------|---------------------------|-------------------------------|--|--|---|--|---|
| X 386607.050 | 1 | 0 | day | night | | train | Max | | and and a first |
| X 386607.050 | 1 | 0 | | | | trairi | Max | day | night |
| X 386607.050 | 1 | 0 1 | | | km/h | m | | dB(A) | |
| X 386607.050 | 1 | | 0 | 2 | 32 | 151 | | | 54.7 |
| 386607.050 | | _ | Track | | urve | Multiple | | | rected |
| | Y | Z | type | | idius | reflection | IS | | ion level |
| | 2760720 722 | 89.92 | [dB] - | <u> </u> | dB] | [dB] - | | day - | night - |
| 386889.616 | 3769730.723 3770188.510 | 91.44 | - | | | - | | - | - |
| 300003.010 | | tail track: | Direction: | | | Sec | tion: 37 | | Km: 0+000 |
| Train | | an traok. | Number | of trains | Speed | Length per | | | ion level |
| Halli | туре | | 1 | night | Speed | train | Max | | 1 |
| | | | day | riigrit | lem/h | | IVIAX | day | night dB(A) |
| | | 0 | 0 | 1 | | | VAS | · / | 50.7 |
| | | ő | | 0 | | | - | | |
| Coord | inates of track axis | Ť | Track | | | | | | rected |
| x | Υ | Z | | | | • | | | ion level |
| | | | | | | | | | night |
| 386203.614 | 3769425.526 | 89.92 | - | | - | - | | - | - |
| | | tail track: | Direction: | | | Sec | tion: 38 | | Km: 0+221 |
| Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | -51 | | 1 | | 1 | | | | night |
| | | | , | | km/h | | | • | dB(A) |
| | | 0 | 0 | 1 | _ | | - 1 | - | 50.7 |
| | | 0 | 2 | 0 | 32 | 203 | - | 52.3 | 45.0 |
| Coord | inates of track axis | | Track | С | urve | Multiple | | Cor | rected |
| X | Y | Z | type | ra | idius | reflection | ıs | Emiss | ion level |
| | | | [dB] | [4 | dB] | [dB] | | day | night |
| | | | - | | - | - | | - | - |
| 386493.600 | | | Direction: | | - | <u>-</u> | tion: 20 | - | Km: 0+030 |
| Train | | laii track. | | of trains | Cnood | | | | |
| Haili | туре | | 1 | | Speed | | | | 1 |
| | | | uay | riigrit | km/h | | IVIAX | • | night dB(A) |
| | | 0 | 5 | 1 | | | _ | | 48.9 |
| Coord | inates of track axis | | | | | | | | |
| | | 7 | | | | | | | ion level |
| | · | _ | | | | | | | 1 |
| 386663.160 | 3769662.289 | 90.02 | - | | - | - [«-] | | - | - |
| 386625.852 | 3769686.136 | 90.11 | - | | - | - | | - | - |
| of River w Horn | R | ail track: | Direction: | | | Sec | tion: 40 | | Km: 0+000 |
| Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | day | night | | train | Max | day | night |
| | | | | | km/h | m | | dB(A) | dB(A) |
| | | 0 | 2 | 0 | 32 | 203 | yes | 69.7 | 62.0 |
| Coord | inates of track axis | | Track | С | urve | Multiple | | Cor | rected |
| X | Υ | Z | type | ra | idius | reflection | IS | Emiss | ion level |
| | | | [dB] | [| dB] | [dB] | | day | night |
| 386625.852 | 3769686.136 | 90.11 | - | | - | - | - 1 | - | - |
| 386530.357 | 3769701.484 | 89.92 | - | | - | - | | - | - |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | X 386203.614 Train Coord X 386300.889 386493.600 Train Coord X 386663.160 386625.852 of River w Horn Train Coord X 386625.852 | Coordinates of track axis X | Coordinates of track axis | Coordinates of track axis X | Coordinates of track axis Track C Track Trac | Coordinates of track axis Track Curve Train type Rail track: Direction: Curve Train type Rail track: Direction: Curve Train type Rail track: Direction: Curve Train type Rail track: Direction: Curve Train type Curve Track Curve Train type Curve Track Curve Trac | Coordinates of track axis Track Curve Frain type Frain type | Coordinates of track axis Track Curve Multiple reflections Gab G | Coordinates of track axis Track Curve Multiple Constant Train type Train type Rail track Curve Multiple Constant Train type Train type |

| | W of River w Horn | F | Rail track: | Direction: | | | Sec | tion: 41 | | Km: 0+000 |
|---|---|--|-------------------------------|---|-----------------------|-------------------------------------|--|------------------|---|--|
| | Train | type | | Number o | f trains | Speed | Length per | 1111 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | 4 | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 1 | 3 | 0 | 32 | 203 | | 70.7 | 63.7 |
| Track | Coord | linates of track axis | | Track | C | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386663.431 | 3769678.014 | 90.52 | - | | - | - | | - | - |
| 0+127 | 386722.216 | 3769569.318 | 89.92 | - | | - | - | | | - |
| ThroatExit_S_ | W of River w Horn | | Rail track: | Direction: | | | | tion: 42 | | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length per | 1 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 2 | 0 | 32 | 203 | yes | 69.7 | 62.0 |
| Track | | linates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | IS | Emiss | ion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 | 386715.203 | 3769579.068 | 89.92 | - | | - | - | | - | - |
| 0+061 | 386689.207 | 3769634.305 | 90.24 | - | | - | - | <u> </u> | - | - |
| InroatExit_S_ | W of River w Horn | | Rail track: | Direction: | | T | | tion: 43 | | Km: 0+000 |
| | Train | type | | Number o | | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 2 | 0 | 32 | 203 | yes | 69.7 | 62.0 |
| Track | | linates of track axis | _ | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | IS | | ion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 | 386530.098 | 3769706.166 | 89.92 | - | | - | - | | - | - |
| 0+102 | 386630.738 | 3769696.557 | 90.55 | Discretions. | _ | - | - | | - | 1/ 0 - 000 |
| nroatexit_S_ | W of River w Horn | | Rail track: | Direction: | | T | | tion: 44 | | Km: 0+000 |
| | Train | type | | Number o | | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | _ | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 2 | 0 | 32 | 203 | yes | 69.7 | 62.0 |
| | | | | | | urve | | | | |
| Track | | linates of track axis | _ | Track | | | Multiple | | | |
| Station | Coord X | linates of track axis | Z | type | ra | dius | reflection | | Emiss | ion level |
| Station km | X | Y | | | ra | dius dB] | | | | |
| Station km 0+000 | X 386491.286 | Y 3769703.728 | 89.92 | type [dB] - | ra | dius dB] | reflection [dB] | | Emiss day - | ion level |
| Station km 0+000 0+039 | X 386491.286 386530.098 | Y 3769703.728 3769706.166 | 89.92 89.92 | type [dB] - - | ra | dius dB] | reflection [dB] - - | ıs | Emiss day - - | ion level night - - |
| Station km 0+000 0+039 | X 386491.286 386530.098 W of River w Horn | Y 3769703.728 3769706.166 | 89.92 | type [dB] Direction: | ra [d | dius dB] - | reflection [dB] - - Sec | tion: 45 | Emiss day - - | ion level night - - Km: 0+000 |
| Station km 0+000 0+039 | X 386491.286 386530.098 | Y 3769703.728 3769706.166 | 89.92 89.92 | type [dB] - Direction: Number o | ra [t | dius dB] | reflection [dB] Sec | etion: 45 | Emiss day Emiss | ion level night - - Km: 0+000 ion level |
| Station km 0+000 0+039 | X 386491.286 386530.098 W of River w Horn | Y 3769703.728 3769706.166 | 89.92 89.92 | type [dB] Direction: | ra [d | dius dB] - - - Speed | reflection [dB] Sec Length per train | tion: 45 | Emiss day Emiss day | ion level night Km: 0+000 ion level night |
| Station km 0+000 0+039 | X 386491.286 386530.098 W of River w Horn | Y 3769703.728 3769706.166 | 89.92 89.92 Rail track: | type [dB] Direction: Number o | f trains | dius dB] Speed km/h | reflection [dB] Sec Length per train m | etion: 45 | Emiss day Emiss day dB(A) | ion level night - Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+039 ThroatExit_S_' | X 386491.286 386530.098 W of River w Horn Train | Y 3769703.728 3769706.166 F type | 89.92 89.92 | type [dB] - Direction: Number o day 2 | f trains night | dius dB] Speed km/h 32 | reflection [dB] Sec Length per train m 203 | etion: 45 Max | Emiss day Emiss day dB(A) 69.7 | ion level night Km: 0+000 ion level night dB(A) 62.0 |
| Station km 0+000 0+039 ThroatExit_S_ | X 386491.286 386530.098 W of River w Horn Train | 3769703.728 3769706.166 type | 89.92 89.92 Rail track: | type [dB] Direction: Number o day 2 Track | f trains night 0 | dius dB] Speed km/h 32 urve | reflection [dB] - Sec Length per train m 203 Multiple | tion: 45 | Emiss day Emiss day dB(A) 69.7 | ion level night Km: 0+000 ion level night dB(A) 62.0 rected |
| Station km 0+000 0+039 ThroatExit_S_' Track Station | X 386491.286 386530.098 W of River w Horn Train | Y 3769703.728 3769706.166 F type | 89.92 89.92 Rail track: | type [dB] Direction: Number o day 2 Track type | f trains night O Cr | dius dB] Speed km/h 32 urve dius | reflection [dB] - Sec Length per train m 203 Multiple reflection | tion: 45 | Emiss day Emiss day dB(A) 69.7 Corr Emiss | ion level night Km: 0+000 ion level night dB(A) 62.0 rected ion level |
| Station km 0+000 0+039 ThroatExit_S_ Track Station km | X 386491.286 386530.098 W of River w Horn Train Coord | Y 3769703.728 3769706.166 type | 89.92 89.92 Rail track: | type [dB] Direction: Number o day 2 Track | f trains night O Cr | dius dB] Speed km/h 32 urve | reflection [dB] - Sec Length per train m 203 Multiple | tion: 45 | Emiss day Emiss day dB(A) 69.7 | ion level night Km: 0+000 ion level night dB(A) 62.0 rected |
| Station km 0+000 0+039 ThroatExit_S_' Track Station | X 386491.286 386530.098 W of River w Horn Train | 3769703.728 3769706.166 type | 89.92 89.92 Rail track: | type [dB] Direction: Number o day 2 Track type | f trains night O Cr | dius dB] Speed km/h 32 urve dius | reflection [dB] - Sec Length per train m 203 Multiple reflection | tion: 45 | Emiss day Emiss day dB(A) 69.7 Corr Emiss | ion level night Km: 0+000 ion level night dB(A) 62.0 rected ion level |

| Track | of River w Horn | F | Rail track: | Direction: | - 3 | _ | Sec | ction: 46 | | Km: 0+000 |
|----------------------|--------------------|---------------------------|-------------|--------------|------------------|------------|------------|-----------|----------|------------|
| Track | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | ion level |
| Track | | | | day | night | | train | Max | day | night |
| Track | | | | | | km/h | m | | dB(A) | dB(A) |
| Track | | | 0 | 2 | 0 | 32 | 203 | yes | 69.7 | 62.0 |
| HACK | Coord | inates of track axis | | Track | Cı | urve | Multiple |) | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386721.464 | 3769547.605 | 89.92 | - | _ | - | - | | - | - |
| 0+032 | 386715.197 | 3769579.095 | 89.92 | - | | - | - | | - | - |
| ThroatExit_S_W | of River w Horn | F | Rail track: | Direction: | | | Sec | ction: 47 | | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | 1 | Emiss | ion level |
| | | 71 | | day | night | 1 - | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIGA | dB(A) | dB(A) |
| | | | 0 | 2 | 0 | 32 | 203 | ves | 69.7 | 62.0 |
| Track | Coord | inates of track axis | ŭ | Track | | urve | Multiple | | | rected |
| Station | X | Y | z | type | | dius | reflection | | | ion level |
| km | ^ | 1 | | (dB) | | dBl | [dB] | 13 | | 1 |
| 0+000 | 386689.207 | 3769634.305 | 90.24 | - [aB] | | <u>авј</u> | [0B] | | day - | night |
| 0+000 | 386663.062 | 3769662.269 | 90.24 | - | | - | - | | - | |
| | N, Coast Starlight | | Rail track: | Direction: | | | | ction: 48 | | Km: 0+000 |
| ventura, LOSSAI | | | tail track. | | - 6 1 1 - | I 0 | | | | |
| | Train t | ype | | Number | | Speed | Length per | 1 1 | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 0 | 2 | 32 | 151 | yes | - | 72.0 |
| | 0 1 | | 0 | 3 | 0 | 32 | 203 | | 71.5 | 64.2 |
| Track | | inates of track axis | _ | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386893.999 | 3770187.096 | 90.81 | - | | - | - | | - | - |
| 0+333 | 386973.752 | 3770507.725 | -1 | | | - | - | | - | - |
| Ventura, LOSSAI | N, Coast Starlight | | Rail track: | Direction: | | | _ | ction: 49 | | Km: 0+000 |
| | Train t | ype | | Number | of trains | Speed | Length per | 1 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 0 | 2 | 32 | 151 | yes | - | 72.0 |
| | | | 0 | 3 | 0 | 32 | 203 | - | 71.5 | 64.2 |
| Track | | inates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386889.614 | 3770188.507 | 91.05 | - | | - | - | | - | - |
| 0+331 | 386966.343 | 3770506.879 | - | - | | - | - | | - | - |
| | of River | F | Rail track: | Direction: | | | Sec | ction: 50 | | Km: 0+000 |
| I hroatExit_S_W | Train t | ype | | Number | of trains | Speed | Length per | | Emiss | ion level |
| I hroatExit_S_W | | | | day | night | | train | Max | day | night |
| I hroatExit_S_W | | | | | _ | km/h | m | | dB(A) | dB(A) |
| I hroatExit_S_W | | | 0 | 3 | 0 | 32 | 203 | yes | 53.7 | 46.7 |
| I nroatExit_S_W | | | | Track | C | urve | Multiple | | Cor | rected |
| ThroatExit_S_W Track | Coord | inates of track axis | 1.0 | | | dius | reflection | | | ion level |
| | Coord | inates of track axis Y | z | type | ra | | | | | |
| Track Station | | | Z | type [dB] | | | | | | |
| | | | Z 90.11 | type [dB] | | dB] | [dB] | - | day - | night |

| Track Station km 0+000 | Train t | <u> </u> | Rail track: | Direction: | - 3 | _ | Sec | tion: 51 | | Km: 0+000 |
|------------------------|--------------------------|----------------------------|----------------|--------------|------------|---------|------------|----------|----------|---------------|
| Station km 0+000 | | уре | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| Station km 0+000 | | | | day | night | | train | Max | day | night |
| Station km 0+000 | | | | | | km/h | m | | dB(A) | dB(A) |
| Station km 0+000 | | | 0 | 3 | 0 | 32 | 203 | yes | 53.7 | 46.7 |
| km 0+000 | Coord | nates of track axis | | Track | C | urve | Multiple | | Cor | rected |
| 0+000 | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | ion level |
| | | | | [dB] | [4 | dB] | [dB] | | day | night |
| 0 407 | 386663.431 | 3769678.014 | 90.52 | - | | - | - | | - | - |
| 0+127 | 386722.216 | 3769569.318 | 89.92 | - | | - | - | | - | - |
| ThroatExit_S_W or | f River | F | Rail track: | Direction: | | | Sec | tion: 52 | | Km: 0+000 |
| | Train t | уре | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 3 | 0 | 32 | 203 | yes | 53.7 | 46.7 |
| Track | Coord | nates of track axis | | Track | С | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | | dB1 | [dB] | | day | night |
| 0+000 | 386715.203 | 3769579.068 | 89.92 | - | | - | - [] | | - | - |
| 0+061 | 386689.207 | 3769634.305 | 90.24 | - | | - | - | | - | - |
| ThroatExit_S_W or | f River | | Rail track: | Direction: | | | Sec | tion: 53 | | Km: 0+000 |
| | Train t | vne | | Number o | f trains | Speed | Length per | | Fmiss | ion level |
| | Trairre | ypo | | day | night | l opeca | train | Max | day | night |
| | | | | uay | riigiit | km/h | m | IVIAA | dB(A) | |
| | | | 0 | 3 | 0 | 32 | 203 | ves | 53.7 | dB(A) 46.7 |
| Track | Coord | nates of track axis | U | Track | | urve | Multiple | | | rected |
| Station | X | Y | z | | | dius | reflection | | | ion level |
| | ^ | ı | ۷ | type | | | | 15 | | 1 |
| km | 200520 000 | 2702700 400 | 00.00 | [dB] - | [| dB] | [dB] - | | day - | night |
| 0+000 0+102 | 386530.098 386630.738 | 3769706.166 3769696.557 | 89.92 90.55 | - | | - | - | | - | _ |
| ThroatExit_S_W or | | | Rail track: | Direction: | | | Soc | tion: 54 | | Km: 0+000 |
| THIOALEXIL_3_VV O | | | tall llack. | | t too to a | 0 | 1 | | | |
| | Train t | ype | | Number o | | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 3 | 0 | 32 | 203 | yes | 53.7 | 46.7 |
| Track | | nates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [| dB] | [dB] | | day | night |
| 0+000 | 386491.286 | 3769703.728 | 89.92 | - | | - | - | | - | - |
| 0+039 | 386530.098 | 3769706.166 | 89.92 | | | - | - | | - | - |
| ThroatExit_S_W of | f River | F | Rail track: | Direction: | | | Sec | tion: 55 | | Km: 0+000 |
| THIOGREAK_O_TT O | Train t | уре | | Number o | f trains | Speed | Length per | 1 | Emiss | ion level |
| THIOCIEXIL_O_TT O | | | | day | night | | train | Max | day | night |
| THIOULEXIL_O_TV O | | | | | | km/h | m | | dB(A) | dB(A) |
| THIOUREAN, DEVV O | | | 0 | 3 | 0 | 32 | 203 | yes | 53.7 | 46.7 |
| THIOULE AND GOVERN | | | 14 | Track | С | urve | Multiple | 1 | Cor | rected |
| Track | Coord | nates of track axis | | | ** | dius | reflection | | Emiss | ion level |
| | Coord | nates of track axis | z | type | la | | | | | |
| Track | | | Z | type [dB] | | | | | day | night |
| Track Station | | | Z 89.92 | | | dB] | [dB] | - | day - | night - |

| Track Station km 0+000 0+032 ThroatExit_S_W of | X 386721.464 386715.197 | nates of track axis Y 3769547.605 3769579.095 | 0 Z | Number of day 3 Track | night 0 | Speed km/h | Length per train m | Max | Emiss day dB(A) | ion level night dB(A) |
|---|-------------------------------------|---|------------|-------------------------|------------|---------------|--------------------------|----------|-----------------------|-----------------------------|
| Station km 0+000 0+032 | 386721.464 386715.197 f River | Y 3769547.605 | | 3 Track | 0 | | m | Max | • | _ |
| Station km 0+000 0+032 | 386721.464 386715.197 f River | Y 3769547.605 | | Track | | | | | dB(A) | dR(A) |
| Station km 0+000 0+032 | 386721.464 386715.197 f River | Y 3769547.605 | | Track | | 32 | | | | |
| Station km 0+000 0+032 | 386721.464 386715.197 f River | Y 3769547.605 | z | | | | | yes | 53.7 | 46.7 |
| km 0+000 0+032 | 386721.464 386715.197 f River | 3769547.605 | Z | | | urve | Multiple | | | rected |
| 0+000 0+032 | 386715.197 f River | | | type | ra | dius | reflection | ns | Emiss | ion level |
| 0+032 | 386715.197 f River | | | [dB] | [0 | dB] | [dB] | | day | night |
| | f River | 3769579.095 | 89.92 | - | | - | - | | - | - |
| ΓhroatExit_S_W or | | | 89.92 | | | - | - | | - | - |
| | Train t | R | ail track: | Direction: | | | Sec | tion: 57 | | Km: 0+000 |
| | | уре | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 3 | 0 | 32 | 203 | yes | 53.7 | 46.7 |
| Track | Coordi | nates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386689.207 | 3769634.305 | 90.24 | - | | - | - | | - | - |
| 0+038 | 386663.062 | 3769662.269 | 90.04 | - | | - | - | | - | - |
| South2 | | R | ail track: | Direction: | | | Sec | tion: 58 | | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | , , , , , , , , , , , , , , , , , , , | | day | night | ' | train | Max | day | night |
| | | | | , | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 48 | 6 | 16 | 151 | yes | 69.1 | 62.3 |
| | | | ő | 13 | 8 | 16 | 203 | - | 63.6 | 63.7 |
| Track | Coordi | nates of track axis | | Track | Cı | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386026.567 | 3768912.709 | 93.81 | - [«] | | - | - [02] | \neg | - | - |
| 0+329 | 386204.848 | 3768677.695 | 83.88 | - | | - | - | | - | - |
| South2 | | R | ail track: | Direction: | | | Sec | tion: 59 | | Km: 0+000 |
| | Train t | vne | | Number | of trains | Speed | Length per | | Fmiss | ion level |
| | | 71- | | day | night | 1 - | train | Max | day | night |
| | | | | day | riigitt | km/h | m | IVIOX | dB(A) | dB(A) |
| | | | 0 | 48 | 8 | 16 | 151 | yes | 69.1 | 63.5 |
| | | | ő | 13 | 8 | 16 | 203 | - | 63.6 | 63.7 |
| Track | Coordi | nates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | z | type | | dius | reflection | | | ion level |
| km | ^, | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386044.035 | 3768914.069 | 93.78 | - [~2] | | - | - | | - | - Ingin |
| 0+311 | 386206.171 | 3768683.692 | 83.93 | - | | - | - | | - | _ |
| South2 | | | ail track: | Direction: | | | Sec | tion: 60 | | Km: 0+000 |
| | Train t | | | Number | of trains | Speed | Length per | | | ion level |
| | Haill | ,,,, | | day | night | Speed | train | Max | day | night |
| | | | | uay | riigiit | km/h | | IVIAX | dB(A) | dB(A) |
| | | | 0 | 48 | 8 | km/h 32 | m 151 | - | 66.3 | 60.7 |
| | | | 0 | 13 | 8 | 32 | 203 | | 60.9 | 61.0 |
| Track | Coordi | nates of track axis | - J | Track | | urve | Multiple | 1 | | rected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | ^ | • | | [dB] | | dB] | [dB] | .5 | day | night |
| 0+000 | 386425.543 | 3768034.133 | 80.77 | [ub] | [0 | | [UD] | - | uay - | Tilgitt |
| 0+177 | 386456.132 | 3767859.838 | 79.84 | - | | _ | - | | | |
| 0+177 | 300430.132 | 3707039.030 | 79.04 | | | _ | _ | - 65 | _ | _ |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

| South2 | | R | ail track: | Direction: | - | | Sec | tion: 6 | 1 | Km: 0+000 |
|-------------|------------|----------------------|-------------|------------|-----------|-------|------------|---------|-------|-----------|
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 48 | 8 | 32 | 151 | | 66.3 | 60.7 |
| - | | | 0 | 13 | 8 | 32 | 203 | 100 | 60.9 | 61.0 |
| Track | Coord | inates of track axis | | Track | Cu | rve | Multiple | | Cori | ected |
| Station | X | Υ | Z | type | rac | lius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [d | B] | [dB] | | day | night |
| 0+000 | 386206.171 | 3768683.692 | 83.93 | - | | - | - | | - | - |
| 0+969 | 386457.662 | 3767878.014 | 79.69 | - | | - | - | | - | - |
| South4_HSR2 | | R | tail track: | Direction: | | | Sec | tion: 6 | 2 | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 48 | 8 | 32 | 151 | - 1 | 66.3 | 60.7 |
| | | | 0 | 13 | 8 | 32 | 203 | - | 60.9 | 61.0 |
| Track | Coord | inates of track axis | | Track | Cu | rve | Multiple | | Cori | ected |
| Station | X | Υ | Z | type | rac | lius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [d | B] | [dB] | | day | night |
| 0+000 | 386204.959 | 3768679.601 | 83.89 | - | | - | - | | - | - |
| 0+965 | 386453.503 | 3767877.061 | 79.94 | - | | - | - | | - | - |

| South10_HSR4 | | | Rail track: | Direction: | | | Sec | tion: 1 | | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|-------------|-----------|------------|------------------|----------|---------------|----------------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 3 | 3 1 | 16 16 | 151 203 | yes | 64.8 57.7 | 59.5 |
| Track | Coord | linates of track axis | U | Track | | Curve | Multiple | - | 57.7 Corr | 53.7 rected |
| Station | X | Y | z | type | | adius | reflection | | | on level |
| km | ^ | | _ | [dB] | | [dB] | [dB] | | day | night |
| 0+000 | 386026.567 | 3768912.709 | 93.81 | - | | - | - [] | | - | - |
| 0+329 | 386204.848 | 3768677.695 | 83.88 | - | | - | - | | | - |
| South10_HSR4 | | | Rail track: | Direction: | | _ | | tion: 2 | | Km: 0+000 |
| | Train | type | | Number | | Speed | Length per | i I | | on level |
| | | | | day | night | . " | train | Max | day | night |
| | | | 0 | 10 | | km/h 16 | m 151 | V00 | dB(A) 64.8 | dB(A) 59.5 |
| | | | 0 | 18 3 | 3 1 | 16 | 203 | yes - | 64.6 57.7 | 59.5 |
| Track | Coord | linates of track axis | ŭ | Track | | Curve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | adius | reflection | | | ion level |
| km | | | | [dB] | | [dB] | [dB] | | day | night |
| 0+000 | 386039.054 | 3768912.182 | 93.75 | - | | - | - | | - | - |
| 0+316 | 386204.848 | 3768677.695 | 83.88 | - | | - | - | | _ | - |
| South10_HSR4 | | | Rail track: | Direction: | | 1 0 . | | tion: 3 | | Km: 0+000 |
| | Train | type | | Number | | Speed | Length per | 1 1 | | ion level |
| | | | | day | night | lues /ls | train | Max | day | night |
| | | | 0 | 18 | 3 | km/h 16 | m 151 | yes | dB(A) 64.8 | dB(A) 59.5 |
| | | | 0 | 3 | 3 1 | 16 | 203 | yes - | 57.7 | 53.7 |
| Track | Coord | linates of track axis | | Track | | Curve | Multiple | | Corr | ected |
| Station | X | Υ | Z | type | ra | adius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | | [dB] | [dB] | | day | night |
| 0+000 0+311 | 386044.035 | 3768914.069 | 93.78 83.93 | - | | - | - | | - | - |
| South10_HSR4 | 386206.171 | 3768683.692 | Rail track: | Direction: | | - | <u>-</u> | tion: 4 | - | Km: 0+000 |
| BOULITIO_FISR4 | Train | | Rail track. | Number | of trains | Speed | | | Emino | ion level |
| | Halli | туре | | day | night | Speed | Length per train | Max | day | night |
| | | | | uay | riigiit | km/h | m | IVIAA | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | Ö | 3 | 1 | 16 | 203 | | 57.7 | 53.7 |
| Track | 1 | linates of track axis | | Track | | Curve | Multiple | | | ected |
| Station | X | Υ | Z | type | | adius | reflection | ns | | ion level |
| km | 000050 001 | 0700044 000 | 62.00 | [dB] | | [dB] | [dB] | | day | night |
| 0+000 0+298 | 386056.081 386206.171 | 3768911.282 3768683.692 | 93.66 83.93 | - | | - | - | | - | - |
| South10 | 300200.171 | | Rail track: | Direction: | | | Sec | tion: 5 | | Km: 0+000 |
| | Train | | tan traoit. | Number | of trains | Speed | Length per | | Fmiss | ion level |
| | Halli | .,,,, | | day | night | Оресси | train | Max | day | night |
| | | | | ~~ <i>,</i> | 9.11 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 3 | 1_ | 16 | 203 | - 4 | 57.7 | 53.7 |
| Track | | linates of track axis | 1 | Track | | Curve | Multiple | | | ected |
| Station | X | Υ | Z | type | | adius | reflection | ns | Emiss | ion level |
| | 000000 | 07001= - 11 | | [dB] | | [dB] | [dB] | _ | day | night |
| km | | 3768915.046 | 93.73 | _ | | - | - | _ | | - |
| 0+000 0+289 | 386062.371 386209.772 | 3768691.097 | 84.02 | | | _ | | | | |

| South10 | | F | tail track: | Direction: | | | Sec | tion: 6 | | Km: 0+000 |
|---------------------------------------|--------------------------|----------------------------|----------------|------------|-----------|--------|------------|----------|-------|-----------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| Toronto | 0 | Parter of the stands and | 0 | 3 | 1 | 16 | 203 | - + | 57.7 | 53.7 |
| Track | | dinates of track axis | _ | Track | | Curve | Multiple | | | ected |
| Station | X | Y | Z | type | | adius | reflection | ns | | ion level |
| km | 000070.004 | 0700040 000 | 00.50 | [dB] | | [dB] | [dB] | - | day | night |
| 0+000 0+278 | 386072.904 386209.772 | 3768910.668 3768691.097 | 93.58 84.02 | - | | - | - | | - | |
| South10 | 300209.112 | | tail track: | Direction: | | | Sec | tion: 7 | _ | Km: 0+000 |
| , , , , , , , , , , , , , , , , , , , | Train | | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | Trairi | турс | | day | night | Opeca | train | Max | day | night |
| | | | | aay | riigiit | km/h | m | IVIOX | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | ő | 3 | 1 | 16 | 203 | - | 57.7 | 53.7 |
| Track | Coord | dinates of track axis | | Track | С | Curve | Multiple | | | ected |
| Station | X | Υ | Z | type | ra | adius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | | [dB] | [dB] | | day | night |
| 0+000 | 386077.284 | 3768910.870 | 89.57 | - | | - | - | | - | - |
| 0+272 | 386209.772 | 3768691.097 | 84.02 | | | - | | | | |
| South10 | | | tail track: | Direction: | | | | tion: 8 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| T | 0 | for the of the street | 0 | 3 | 1 | 16 | 203 | | 57.7 | 53.7 |
| Track | | dinates of track axis | - | Track | | Curve | Multiple | | | ected |
| Station | X | Y | Z | type | | adius | reflection | ns | | ion level |
| 0+000 | 386088.708 | 3768906.239 | 89.41 | [dB] - | | [dB] | [dB] | | day | night |
| 0+000 | 386210.302 | 3768696.653 | 84.06 | - | | - | - | | - | - |
| South10 | 000210.002 | | Rail track: | Direction: | | | Sec | tion: 9 | | Km: 0+000 |
| , , , , , , , , , , , , , , , , , , , | Train | | Tan tradit. | Number | of trains | Speed | Length per | | Emiss | ion level |
| | Halli | 1,50 | | day | night | Оросси | train | Max | day | night |
| | | | | ady | ingiit | km/h | m | livian | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | - 1 | 64.8 | 59.5 |
| | | | ő | 3 | 1 | 16 | 203 | | 57.7 | 53.7 |
| Track | Coord | dinates of track axis | | Track | С | Curve | Multiple | | | ected |
| Station | X | Υ | Z | type | ra | adius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | | [dB] | [dB] | | day | night |
| 0+000 | 386093.644 | 3768905.678 | 93.38 | - | | - | - | | - | - |
| 0+255 | 386210.302 | 3768696.653 | 84.06 | - | | - | | | - | - |
| South10 | | | tail track: | Direction: | | | | tion: 10 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | - [| 64.8 | 59.5 |
| - T1 | | Parter of the terminal | 0 | 3 | 1 | 16 | 203 | - | 57.7 | 53.7 |
| Track | | dinates of track axis | - 1 | Track | | Curve | Multiple | | | ected |
| | X | Υ | Z | type | | adius | reflection | ns | | ion level |
| Station | | | | [dB] | | [dB] | [dB] | - | day | night |
| Station km | 200404.072 | 0700004.004 | 00.00 | [=] | | | | | | |
| Station | 386104.970 386210.302 | 3768904.234 3768696.653 | 93.32 84.06 | - | | _ | - | | | - |

| South4 | | R | ail track: | Direction: | | | Sec | tion: 1 | 1 | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|------------|-----------|----------|------------------|---------|--------------|----------------|
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 8 | 8 2 | 32 32 | 151 203 | - | 66.0 59.0 | 60.7 55.0 |
| Track | Coordi | nates of track axis | | Track | Cı | urve | Multiple | | Cori | ected |
| Station | X | Υ | Z | type | ra | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+128 | 386209.772 386333.643 | 3768691.097 3768659.816 | 84.02 83.82 | - | | - | - | | | - |
| South2 | | R | ail track: | Direction: | | | Sec | tion: 1 | 2 | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | . | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - | 69.0 | 63.8 |
| | | | 0 | 17 | 4 | 32 | 203 | | 62.0 | 58.0 |
| Track | Coordi | nates of track axis | | Track | C | urve | Multiple | | Cori | ected |
| Station | X | Υ | Z | type | ra | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+177 | 386425.543 386456.132 | 3768034.133 3767859.838 | 80.77 79.84 | - | | - | - | | - | - |
| South2 | | | ail track: | Direction: | | | Sec | tion: 1 | 3 | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | |) F - | | day | night | 1 - | train | Max | day | night |
| | | | | , | 9 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 8 | 8 2 | 32 32 | 151 203 | - | 66.0 59.0 | 60.7 55.0 |
| Track | Coordi | nates of track axis | Ů | Track | | urve | Multiple | | | ected |
| Station | X | Υ | z | type | | dius | reflection | | | ion level |
| km | | | _ | [dB] | | dB1 | [dB] | | day | night |
| 0+000 0+709 | 386333.643 386425.610 | 3768659.816 3768034.139 | 83.82 80.77 | - | | - | - | | - | - |
| South2 | 300423.010 | | ail track: | Direction: | | - | 900 | tion: 1 | 1 | Km: 0+000 |
| 3001112 | Train t | | all track. | Number | | Speed | | | | ion level |
| | Train t | ype | | | 1 | Speed | Length per train | Max | | 1 |
| | | | | day | night | km/h | | IVIAX | day dB(A) | night dB(A) |
| | | | 0 | 45 | 8 | 32 | m 151 | - | 66.0 | 60.7 |
| | | | ő | 8 | 2 | 32 | 203 | - | 59.0 | 55.0 |
| Track | Coordi | nates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | ra | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+890 | 386334.825 386460.712 | 3768663.917 3767860.643 | 83.82 79.58 | - | | - | - | | - | - |
| South4 | 222.00.112 | | ail track: | Direction: | | | Sec | tion: 1 | 5 | Km: 0+000 |
| | Train t | | | Number | | Speed | Length per | | | ion level |
| | Hallit | ,,,, | | day | night | Оресси | train | Max | day | night |
| | | | | aay | - Ingili | km/h | m | iviax | dB(A) | dB(A) |
| | | | 0 | 45 | 8 | 32 | 151 | - | 66.0 | 60.7 |
| | | | 0 | 8 | 2 | 32 | 203 | - 1 | 59.0 | 55.0 |
| Track | Coordi | nates of track axis | | Track | C | urve | Multiple | | Cori | ected |
| Station | X | Υ | Z | type | ra | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386210.302 | 3768696.653 | 84.06 | | | - | _ | | | _ |

| Loop1 | | F | Rail track: | Direction: | - | V | Sec | ction: 1 | 6 | Km: 0+000 |
|------------------|------------|-----------------------|-------------|--------------|-----------|--------------|------------------------|----------|--------------|--------------------|
| | Train | type | | Number | of trains | Speed | Length per | 100 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | - | km/h | m | | dB(A) | |
| Track | 1 | dinates of track axis | _ | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | dius | reflection | าร | | ion level |
| 0+000 | 386334.825 | 3768663.917 | 83.82 | [dB] - | Į(| dB] - | [dB] - | | day - | night |
| 0+000 | 386626.714 | 3768836.135 | 84.15 | - | | - | - | | - | - |
| South4_HSR2 | | | Rail track: | Direction: | | | Sec | ction: 1 | 7 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | ** | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 | 8 | 32 | 151 | - | 66.0 | 60.7 |
| T | 0 | Parter of the decide | 0 | 8 | 2 | 32 | 203 | L - | 59.0 | 55.0 |
| Track Station | X | dinates of track axis | Z | Track | | urve dius | Multiple reflection | | | ected ion level |
| km | ^ | 1 | _ | type [dB] | | dB] | [dB] | is | day | night |
| 0+000 | 386206.171 | 3768683.692 | 83.93 | [UD] - | | <u>и</u> Бј | [ub] - | | uay - | - Iligiti |
| 0+969 | 386457.662 | 3767878.014 | 79.69 | - | | - | - | | - | - |
| South4_HSR2 | | | Rail track: | Direction: | | | Sec | ction: 1 | 8 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 | 8 | 32 | 151 | - | 66.0 | 60.7 |
| Track | Coord | dinates of track axis | 0 | 8 Track | 2 | urve 32 | 203 Multiple | | 59.0 | 55.0 rected |
| Station | X | Y | z | type | | dius | reflection | | | ion level |
| km | Α | ' | _ | [dB] | | dB] | [dB] | 13 | day | night |
| 0+000 | 386204.959 | 3768679.601 | 83.89 | - | | - | - | | - | - |
| 0+965 | 386453.503 | 3767877.061 | 79.94 | - | | - | - | | - | - |
| LAUS_12 | | F | Rail track: | Direction: | | | | ction: 1 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | 4.5 | | km/h | m A F A | | dB(A) | dB(A) |
| | | | 0 | 15 3 | 3 0 | 32 32 | 151 203 | - | 61.2 55.0 | 56.5 |
| Track | Coord | dinates of track axis | U | Track | | urve | Multiple |) | | ected |
| Station | X | Υ | Z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386177.817 | 3769354.950 | 91.92 | - | | - | - | | - | - |
| 0+457 | 386093.644 | 3768905.678 | 93.38 | - D: :: | | - | - | | - | - |
| _AUS_12 | | | Rail track: | Direction: | ,, , | T | | ction: 2 | | Km: 0+000 |
| | Train | туре | | Number | | Speed | Length per | | | ion level |
| | | | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - | 61.2 | 56.5 |
| | | | 0 | 3 | 0 | 32 | 203 | | 55.0 | - |
| Track | | dinates of track axis | | Track | Cı | urve | Multiple |) | | ected |
| Station | X | Y | Z | type | | dius | reflection | าร | | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386177.817 | 3769354.950 | 91.92 | - | | - | - | | - | - |
| 0+457 | 386104.970 | 3768904.234 | 93.32 | - | | - | - | l | - | - |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

| | Train t | | | | | | | | | |
|----------------|--------------------------|----------------------------|----------------|------------|-----------|-----------|------------|----------|--------------|----------------|
| | Hallit | ype | | Number | of trains | Speed | Length per | 1 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 3 | 3 | 32 32 | 151 203 | - | 61.2 55.0 | 56.5 - |
| Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [1 | dB] | [dB] | | day | night |
| 0+000 0+483 | 386178.406 386072.904 | 3769381.047 3768910.668 | 91.92 93.58 | - | | - | - | | - | - |
| LAUS_12 | | R | ail track: | Direction: | | | Sec | tion: 22 | 2 | Km: 0+000 |
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - 1 | 61.2 | 56.5 |
| | | | 0 | 3 | 0 | 32 | 203 | _ | 55.0 | - |
| Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | | rected |
| Station | X | Y | Z | type | ra | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [- | dB] | [dB] | | day | night |
| 0+000 0+483 | 386178.406 386062.371 | 3769381.047 3768915.046 | 91.92 93.73 | - | | - | - | | - | - |
| LAUS12 futurel | | | ail track: | Direction: | | | Sec | tion: 23 | 3 | Km: 0+000 |
| | Train t | | | Number | | Speed | Length per | 1 | Emiss | ion level |
| | | ,,,, | | day | night | - Special | train | Max | day | night |
| | | | | | g | km/h | m | 1 | dB(A) | dB(A) |
| | | | 0 | 15 3 | 3 | 32 32 | 151 203 | - 1 | 61.2 55.0 | 56.5 |
| Track | Coordi | nates of track axis | U | Track | | urve | Multiple | - | | rected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | ^ | · | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+398 | 386056.081 386134.905 | 3768911.282 3769300.687 | 93.66 91.92 | - | | - | | | - | - |
| LAUS_12 | 000104.000 | | tail track: | Direction: | | | Sec | tion: 24 | 1 | Km: 0+000 |
| 2,100_12 | Train t | | lan traok. | Number | | Speed | Length per | | | ion level |
| | Trail t | ypo | | day | night | Оросси | train | Max | day | night |
| | | | | uuy | riigiit | km/h | m | IVIAX | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - 1 | 61.2 | 56.5 |
| | | | 0 | 3 | 0 | 32 | 203 | | 55.0 | - |
| Track | | nates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | ns | | ion level |
| km | 000470 100 | 0700004 247 | 04.55 | [dB] | [4 | dB] | [dB] | | day | night |
| 0+000 0+481 | 386178.406 386077.284 | 3769381.047 3768910.870 | 91.92 89.57 | - | | | - | | - | - |
| LAUS_12 | 300077.204 | | tail track: | Direction: | | | Sec | tion: 25 | - | Km: 0+000 |
| | Train t | | an track. | | of trains | Speed | Length per | | | ion level |
| | Trailit | ,p0 | | day | night | Speed | train | Max | day | night |
| | | | | uay | riigiit | km/h | m | IVIAA | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - 1 | 61.2 | 56.5 |
| | | | 0 | 3 | 0 | 32 | 203 | - 4 | 55.0 | - |
| Track | | nates of track axis | -17 | Track | С | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+483 | 386178.406 386088.708 | 3769381.047 3768906.239 | 91.92 89.41 | - | | - | - | | | - |

| 0+427 33 Throat6 Track Station km 0+000 33 0+094 33 Throat6 Track Station km 0+000 33 | X 86218.875 86528.833 Train ty Coordin X 86218.718 86178.905 Train ty | nates of track axis Y 3769479.511 3769712.436 R /pe nates of track axis Y 3769479.515 3769394.567 | 2 89.92 89.92 ail track: 0 0 Z 89.92 1.91 ail track: | Number of day 39 7 Track type [dB] - Direction: Number of day 30 7 Track type [dB] Direction: Number of day 30 30 30 30 30 30 30 30 30 30 30 30 30 | night 7 0 Cu rai f trains night 7 0 Cu rai for trains night | Speed km/h 32 32 Irve dius dB] Speed km/h 32 32 Irve dius dB] Speed km/h Speed km/h | Length per train m 151 203 Multiple reflection [dB] | Max | day dB(A) 65.4 58.1 Cor Emiss day Emiss day dB(A) 64.3 58.1 Cor Emiss day | ion level night dB(A) 60.0 rected ion level night - Km: 0+000 rected ion level night dB(A) 60.0 rected ion level night - Km: 0+000 ion level night - ion level night - ion level night |
|---|--|--|--|---|---|---|--|----------------|---|--|
| Station | X 86218.875 86528.833 Train ty Coordin X 86218.718 86178.905 Train ty | Y 3769479.511 3769712.436 R ype nates of track axis Y 3769479.515 3769394.567 R | 2 89.92 89.92 ail track: 0 0 0 2 89.92 91.92 stail track: | 39 7 Track type [dB] - Direction: Number of day 30 7 Track type [dB] - Direction: Number of day | 7 0 Cu rains night 7 0 Cu rains night | 32 32 Jirve dius dB] Speed km/h 32 32 Jirve dius dB] Speed | m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple reflection [dB] - Sec Length per | Max | dB(A) 65.4 58.1 Cor Emiss day | dB(A) 60.0 rected ion level night - Km: 0+000 ion level night dB(A) 60.0 - rected ion level night - Km: 0+000 ion level night |
| Station km 0+000 3i 0+427 3i 7 1 1 1 1 1 1 1 1 1 | X 86218.875 86528.833 Train ty Coordin X 86218.718 86178.905 Train ty | Y 3769479.511 3769712.436 R ype nates of track axis Y 3769479.515 3769394.567 R | 2 89.92 89.92 ail track: 0 0 0 2 89.92 91.92 stail track: | 7 Track type [dB] Direction: Number of day 30 7 Track type [dB] - Direction: Number of day | O Cu rains night 7 O Cu rains for trains night | 32 32 Jirve dius dB] Speed km/h 32 32 Jirve dius dB] Speed | 151 203 Multiple reflection [dB] Sec Length per train m 151 203 Multiple reflection [dB] - Sec Length per train | Max stion: 28 | 65.4 58.1 Cor Emiss day Emiss day dB(A) 64.3 58.1 Cor Emiss day | 60.0 rected ion level night - Km: 0+000 ion level night dB(A) 60.0 rected ion level night - Km: 0+000 ion level night |
| Station | X 86218.875 86528.833 Train ty Coordin X 86218.718 86178.905 Train ty | Y 3769479.511 3769712.436 R ype nates of track axis Y 3769479.515 3769394.567 R | 2 89.92 89.92 ail track: 0 0 0 2 89.92 91.92 stail track: | 7 Track type [dB] Direction: Number of day 30 7 Track type [dB] - Direction: Number of day | O Cu rains night 7 O Cu rains for trains night | 32 urve dius dB] | 203 Multiple reflection [dB] Sec Length per train m 151 203 Multiple reflection [dB] - Sec Length per | Max stion: 28 | 58.1 Cor Emiss day Emiss day dB(A) 64.3 58.1 Cor Emiss day | rected ion level night Km: 0+000 ion level night dB(A) 60.0 rected ion level night Km: 0+000 ion level |
| Station | X 86218.875 86528.833 Train ty Coordin X 86218.718 86178.905 Train ty | Y 3769479.511 3769712.436 R ype nates of track axis Y 3769479.515 3769394.567 R | 89.92 89.92 Pail track: 0 0 0 Z 89.92 91.92 Pail track: | type [dB] - Direction: Number of day 30 7 Track type [dB] - Direction: Number of day | of trains night 7 0 Cu ran [a | Speed km/h 32 32 arve dius dB] | reflection [dB] - Sec Length per train m 151 203 Multiple reflection [dB] - Sec Length per | Max stion: 28 | Emiss day | ion level night Km: 0+000 ion level night dB(A) 60.0 rected ion level night Km: 0+000 ion level |
| km | 86218.875 86528.833 Train ty Coordin X 86218.718 86178.905 Train ty | 3769479.511 3769712.436 R ype nates of track axis Y 3769479.515 3769394.567 | 89.92 89.92 Pail track: 0 0 0 Z 89.92 91.92 Pail track: | [dB] | of trains night 7 0 Cu ran [a | Speed km/h 32 32 urve dius dB] | [dB] | Max | day | night |
| 0+000 33 | Coordin X 86218.718 86178.905 Train ty | 3769712.436 R r/pe nates of track axis | 89.92 call track: 0 0 0 Z 89.92 91.92 call track: | [dB] | of trains night 7 0 Cu rai [d | Speed km/h 32 32 urve dius dB] - | Secondary Second | Max | Emiss day dB(A) 64.3 58.1 Cor Emiss day - | Km: 0+000 ion level night dB(A) 60.0 rected night - ion level night - Km: 0+000 ion level |
| 0+427 33 Throat6 Track Station km 0+000 33 0+094 33 Throat6 Track Station km 0+000 33 | Coordin X 86218.718 86178.905 Train ty | 3769712.436 R r/pe nates of track axis | 89.92 call track: 0 0 0 Z 89.92 91.92 call track: | Direction: Number of day 30 7 Track type [dB] - Direction: Number of day | night 7 0 Cu ra [a | Speed km/h 32 32 urve dius dB] Speed | Length per train m 151 203 Multiple reflection [dB] - Sec Length per | Max | Emiss day dB(A) 64.3 58.1 Cor Emiss day | ion level night dB(A) 60.0 rected ion level night - Km: 0+000 ion level |
| Track | Coordin X 86218.718 86178.905 | nates of track axis Y 3769479.515 3769394.567 R | 2 0 0 0 Z 89.92 91.92 Sail track: | Number of day 30 7 Track type [dB] - Direction: Number of day | night 7 0 Cu ra [a | km/h 32 32 urve dius dB] - Speed | Length per train m 151 203 Multiple reflection [dB] - Sec Length per | Max | Emiss day dB(A) 64.3 58.1 Cor Emiss day | ion level night dB(A) 60.0 rected night ion level Km: 0+000 ion level |
| Station km 0+000 3: 0+094 3: Throat6 Track Station km 0+000 3: 0+000 3: 0+000 3: 0+000 | Coordin X 86218.718 86178.905 Train ty | nates of track axis Y 3769479.515 3769394.567 R | 89.92 91.92 sail track: | day 30 7 Track type [dB] - Direction: Number of | night 7 0 Cu ra [a | km/h 32 32 urve dius dB] - Speed | train m 151 203 Multiple reflection [dB] - Sec | Max | day dB(A) 64.3 58.1 Cor Emiss day | night dB(A) 60.0 - rected cion level night - Km: 0+000 cion level |
| Station km 0+000 3: 0+094 3: Throat6 Track Station km 0+000 3: 0+000 3: 0+000 3: 0+000 | Coordin X 86218.718 86178.905 Train ty | nates of track axis Y 3769479.515 3769394.567 R | 89.92 91.92 sail track: | day 30 7 Track type [dB] - Direction: Number of | night 7 0 Cu ra [a | km/h 32 32 urve dius dB] - Speed | train m 151 203 Multiple reflection [dB] - Sec | Max | day dB(A) 64.3 58.1 Cor Emiss day | night dB(A) 60.0 rected cion level night - Km: 0+000 cion level |
| Station | X 86218.718 86178.905 Train ty | Y 3769479.515 3769394.567 R | 89.92 91.92 sail track: | 7 Track type [dB] - Direction: Number of | O Cu rains night | 32 32 urve dius dB] - - Speed | 151 203 Multiple reflection [dB] - Sec Length per | etion: 28 | 64.3 58.1 Cor Emiss day | 60.0 - rected ion level night - Km: 0+000 ion level |
| Station km 0+000 3: 0+094 3: Throat6 Track Station km 0+000 3: 0+000 3: 0+000 3: 0+000 | X 86218.718 86178.905 Train ty | Y 3769479.515 3769394.567 R | 89.92 91.92 sail track: | 7 Track type [dB] - Direction: Number of | O Cu rains night | 32 urve dius dB] Speed | 203 Multiple reflection [dB] - Sec | etion: 28 | 58.1 Cor Emiss day - - - - - - | rected ion level night Km: 0+000 ion level |
| Station km 0+000 3: 0+094 3: Throat6 Track Station km 0+000 3: 0+000 3: 0+000 3: 0+000 | X 86218.718 86178.905 Train ty | Y 3769479.515 3769394.567 R | 89.92 91.92 tail track: | type [dB] Direction: Number of day | of trains | urve dius dB] - - Speed | Multiple reflection [dB] Sec | etion: 28 | Cor Emiss day - - - B Emiss | ion level night |
| km | 86218.718 86178.905 Train ty | 3769479.515 3769394.567 R | 89.92 91.92 tail track: | [dB] Direction: Number of day | of trains night | dB] Speed | reflection [dB] Sec | etion: 28 | day - - - B Emiss | night Km: 0+000 |
| 0+000 33 0+094 33 Throat6 Track Station km 0+000 33 | 86178.905 Train ty | 3769394.567 R /pe | 91.92 cail track: | [dB] Direction: Number of day | of trains night | Speed | Sec | | - - B Emiss | Km: 0+000 |
| 0+000 33 0+094 33 Throat6 Track Station km 0+000 33 | 86178.905 Train ty | 3769394.567 R /pe | 91.92 cail track: | Direction: Number of day | of trains night | Speed | Sec | | - - B Emiss | Km: 0+000 |
| Track Station km 0+000 33 | Train ty | R/pe | cail track: | Number o | of trains night | Speed | Length per | | Emiss | ion level |
| Track Station km 0+000 33 | | /pe | 0 | Number o | night | | Length per | | Emiss | ion level |
| Station km 0+000 3 | | | - | day | night | | | | | 1 |
| Station km 0+000 3 | Coordii | | - | | | km/h | trairi | | day | night |
| Station km 0+000 3 | Coordin | | - | 30 | | | m | IVIGA | dB(A) | dB(A) |
| Station km 0+000 3 | Coordin | | | 7 | 7 0 | 32 | 151 | - 1 | 64.3 | 60.0 |
| Station km 0+000 3 | Coordin | | | Track | | 32 urve | 203 Multiple | - | 58.1 | rected |
| km 0+000 3 | X | Y | Z | type | | dius | reflection | | | ion level |
| | ^ | • | | [dB] | | dB1 | [dB] | " | day | night |
| | 86174.760 86527.929 | 3769396.376 3769722.157 | 89.92 89.92 | - | | - | - | | - | - |
| Throat6 | 00027.020 | | tail track: | Direction: | | | Sec | tion: 29 | | Km: 0+000 |
| Tilouto | Train ty | | lan tracit. | Number | of trains | Speed | Length per | | | ion level |
| | rraiir ty | , pc | | day | night | Opecu | train | Max | day | night |
| | | | | uay | riigiti | km/h | m | IVIAA | dB(A) | dB(A) |
| | | | 0 | 30 | 7 | 32 | 151 | - 1 | 64.3 | 60.0 |
| | | | ő | 7 | 0 | 32 | 203 | _ | 58.1 | - |
| Track | Coordin | nates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| | 86174.793 86528.159 | 3769396.361 3769717.272 | 89.92 89.92 | - | | - | - | | - | - |
| _oop1 | | | ail track: | Direction: | | | Sec | tion: 30 | | Km: 0+000 |
| | Train ty | | T | Number | of trains | Speed | Length per | | | ion level |
| | Train ty | 7.5 | | day | night | - CPCCG | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIUA | dB(A) | dB(A) |
| | | | 0 | 60 | 0 | 32 | 151 | - | 67.3 | - UD(A) |
| Track | Coordin | nates of track axis | , i | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| | 86626.714 | 3768836.135 | 84.15 | - [~-] | | - | - [40] | | - | |
| | 86721.490 | 3769547.532 | 89.92 | - | | - | - | | - | - |

| | | | Rail track: | Direction: | | | Sec | ction: 3 | 1 | Km: 0+000 |
|--|---|---|------------------------------------|--|--------------------------|--|---|------------------|--|---|
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 0 | 45 10 | 10 0 | 32 32 | 151 203 | - | 66.0 59.9 | 61.7 |
| Track | Coor | dinates of track axis | | Track | C | urve | Multiple | ; | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | าร | Emiss | sion level |
| km | | | | [dB] | [6 | dB] | [dB] | | day | night |
| 0+000 0+107 | 386528.833 386635.696 | 3769712.436 3769718.031 | 89.92 91.31 | - | | - | - | | - | - |
| | SBL, 20% Metrolink | | Rail track: | Direction: | | | Sec | ction: 32 | 2 | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length per | 1 | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 12 | 4 | 32 | 151 | - | 60.3 | 57.7 |
| Track | Coore | dinates of track axis | | Track | C | urve | Multiple | ; | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+309 | 386603.806 386912.028 | 3769725.686 3769750.728 | 89.92 91.91 | - | | - | - | | - | - |
| liverside | 300312.020 | | Rail track: | Direction: | | | Sec | ction: 33 | | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| Track | Coord | dinates of track axis | | Track | C | urve | Multiple | , | ` ' | rected |
| Station | X | Y | z | type | | dius | reflection | | | sion level |
| km | X | • | _ | [dB] | | dB1 | [dB] | ¹³ | day | night |
| 0+000 | 386823.638 | 3769577.065 | 89.26 | - [uD] | | - | - [uD] | _ | - | - |
| 0+256 | 386635.696 | 3769718.031 | 91.31 | - | | _ | - | | _ | _ |
| lorth3 | | | Rail track: | Direction: | | | Sec | ction: 34 | 4 | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | .,,,, | | day | night | - Opena | train | Max | day | night |
| | | | | | ingin | | | IVIAN | • | _ |
| | | | | day | | I km/h | m | | dR(A) | |
| | | | 0 | , | 12 | km/h | m 151 | | dB(A) | dB(A) |
| Track | | dinates of track axis | 0 | 56 | 12 C | 32 | 151 | - | 67.0 | 62.5 |
| Track Station | Coore | dinates of track axis | | 56 Track | C | 32 urve | 151 Multiple | ; | 67.0 Cor | 62.5 rected |
| Station | | dinates of track axis | 0 Z | 56 Track type | C) ra | 32 urve dius | 151 Multiple reflection | ; | 67.0 Cor Emiss | 62.5 rected sion level |
| Station km | Coord X | Y | Z | 56 Track type [dB] | C) ra | 32 urve dius dB] | 151 Multiple reflection [dB] | ; | 67.0 Cor Emiss day | 62.5 rected sion level night |
| Station km 0+000 | Coord X 386592.696 | Y 3769724.249 | Z 89.92 | 56 Track type | C) ra | 32 urve dius | 151 Multiple reflection | ; | 67.0 Cor Emiss | 62.5 rected sion level |
| Station km 0+000 0+595 | Coord X 386592.696 386894.000 | Y 3769724.249 3770187.092 | Z 89.92 91.44 | 56 Track type [dB] | C) ra | 32 urve dius dB] | 151 Multiple reflection [dB] | e ns | 67.0 Cor Emiss day - | 62.5 rected sion level night |
| Station km 0+000 0+595 | Coord X 386592.696 386894.000 | Y 3769724.249 3770187.092 | Z 89.92 | 56 Track type [dB] - Direction: | Ci ra [i | 32 urve dius dB] | 151 Multiple reflectior [dB] Sec | ens etion: 38 | 67.0 Cor Emiss day - - | 62.5 rected sion level night Km: 0+000 |
| Station km 0+000 0+595 | Coord X 386592.696 386894.000 | Y 3769724.249 3770187.092 | Z 89.92 91.44 | 56 Track type [dB] - Direction: | Ci ra [u | 32 urve dius dB] | 151 Multiple reflection [dB] - Sec | etion: 38 | 67.0 Cor Emiss day - - 5 | 62.5 rected sion level night - Km: 0+000 sion level |
| Station km 0+000 0+595 | Coord X 386592.696 386894.000 | Y 3769724.249 3770187.092 | Z 89.92 91.44 | 56 Track type [dB] - Direction: | Ci ra [i | 32 urve dius dB] - - Speed | 151 Multiple reflection [dB] | ens etion: 38 | 67.0 Cor Emiss day 5 Emiss day | 62.5 rected sion level night - Km: 0+000 sion level night |
| Station km 0+000 0+595 | Coord X 386592.696 386894.000 | Y 3769724.249 3770187.092 | Z 89.92 91.44 Rail track: | 56 Track type [dB] - Direction: Number or | f trains | 32 urve dius dB] - - Speed km/h | 151 Multiple reflection [dB] | etion: 38 | 67.0 Cor Emiss day 5 Emiss day dB(A) | 62.5 rected sion level night - Km: 0+000 sion level night dB(A) |
| Station km 0+000 | Coord X 386592.696 386894.000 | Y 3769724.249 3770187.092 | Z 89.92 91.44 | 56 Track type [dB] - Direction: Number of day | Ci ra [u | 32 urve dius dB] Speed km/h 32 | 151 Multiple reflection [dB] - Sec Length per train m 151 | etion: 38 | 67.0 Cor Emiss day 5 Emiss day dB(A) 69.0 | 62.5 rected sion level night Km: 0+000 sion level night dB(A) 63.8 |
| Station km 0+000 0+595 couth5_noHS | Coord X 386592.696 386894.000 SR Train | Y 3769724.249 3770187.092 type | Z 89.92 91.44 Rail track: | 56 Track type [dB] - Direction: Number of day 89 17 | f trains night | 32 urve dius dB] Speed km/h 32 32 | 151 Multiple reflection [dB] - Sec Length per train m 151 203 | etion: 35 | 67.0 Cor Emiss day 5 Emiss day dB(A) 69.0 62.0 | 62.5 rected sion level night - Km: 0+000 sion level night dB(A) 63.8 58.0 |
| Station km 0+000 0+595 couth5_noHS | Coord X 386592.696 386894.000 R Train | Y 3769724.249 3770187.092 | Z 89.92 91.44 Rail track: | 56 Track type [dB] - Direction: Number of day 89 17 Track | f trains night 16 4 | 32 urve dius dB] Speed km/h 32 32 urve | 151 Multiple reflection [dB] | ms setion: 35 | 67.0 Cor Emiss day 5 Emiss day dB(A) 69.0 62.0 Cor | 62.5 rected sion level night Km: 0+000 sion level night dB(A) 63.8 58.0 rected |
| Station km 0+000 0+595 south5_noHS | Coord X 386592.696 386894.000 SR Train | 3769724.249 3770187.092 type | Z 89.92 91.44 Rail track: | 56 Track type [dB] - Direction: Number o day 89 17 Track type | f trains night 16 4 Cr | 32 urve dius dB] Speed km/h 32 32 urve dius | 151 Multiple reflection [dB] | ms setion: 35 | 67.0 Cor Emiss day 5 Emiss day dB(A) 69.0 62.0 Cor Emiss | 62.5 rected sion level night - Km: 0+000 sion level night dB(A) 63.8 58.0 rected sion level |
| Station km 0+000 0+595 couth5_noHS | Coord X 386592.696 386894.000 R Train | 3769724.249 3770187.092 type | Z 89.92 91.44 Rail track: | 56 Track type [dB] - Direction: Number of day 89 17 Track | f trains night 16 4 Cr | 32 urve dius dB] Speed km/h 32 32 urve | 151 Multiple reflection [dB] | ms setion: 35 | 67.0 Cor Emiss day 5 Emiss day dB(A) 69.0 62.0 Cor | 62.5 rected sion level night - Km: 0+000 sion level night dB(A) 63.8 58.0 rected |

| oop2 | | | Rail track: | Direction: | | | Sec | tion: 36 | 3 | Km: 0+000 |
|------------------------|-----------------|-----------------------|---|------------|-----------|---------------|----------------|--|---------------|---------------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 0 | 32 | 203 | - 1 | 64.5 | - |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Station | x | Υ | Z | type | ra | dius | reflection | | Fmiss | ion level |
| km | ^ | · | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386630.738 | 3769696.557 | 90.55 | [GD] | L. | - | [ab] | \rightarrow | - uay | - Ingrit |
| 0+000 | 386663.231 | 3769678.137 | 90.50 | - | | - | - | | - | _ |
| outh5_noHSR | 300003.231 | | Rail track: | Direction: | | | | tion: 37 | | Km: 0+000 |
| Odtilo_Horiott | - . | | Itali tiack. | | | T 0 1 | | | | |
| | Train | type | | Number | | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - | 69.0 | 63.8 |
| | | | 0 | 17 | 4 | 32 | 203 | - | 62.0 | 58.0 |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | ; | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | Γα | dB] | [dB] | | day | night |
| 0+000 | 386456.132 | 3767859.838 | 79.84 | - | | - | [] | | - | - |
| 0+177 | 386425.543 | 3768034.133 | 80.77 | = | | - | - | | _ | _ |
| outh5_noHSR | | | Rail track: | Direction: | | | Sec | tion: 38 | 3 | Km: 0+000 |
| | Train | | 1 | Number | of trains | Speed | Length per | | | ion level |
| | Halli | type | | 1 | | Speed | | | | 1 |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - | 69.0 | 63.8 |
| | | | 0 | 17 | 4 | 32 | 203 | - | 62.0 | 58.0 |
| Track | | linates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386425.610 | 3768034.139 | 80.77 | - | | - | - | | - | - |
| 0+116 | 386412.591 | 3768149.464 | 80.77 | - | | - | - | | - | - |
| hroa6 | | | Rail track: | Direction: | | | Sec | tion: 39 |) | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | .,,,,, | | day | night | 1 - | train | Max | day | night |
| | | | | uay | riigiit | leno/b | | IVIAA | • | |
| | | | 0 | 30 | 7 | km/h 32 | m 151 | | dB(A) 64.3 | dB(A) 60.0 |
| | | | 0 | 10 | 0 | 32 | 203 | | 64.3 59.9 | 60.0 |
| Track | Coard | linates of track axis | | Track | | | Multiple | - | | rected |
| Track | | | | | | urve | • | | | |
| Station | X | Y | Z | type | | dius | reflection | าร | | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386178.905 | 3769394.567 | 91.92 | - | | - | - | | - | - |
| 0+104 | 386134.905 | 3769300.687 | 91.92 | | | - | - | | - | |
| hroat6 | | | Rail track: | Direction: | | | Sec | tion: 40 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | , | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 7 | 32 | 151 | | 64.3 | 60.0 |
| | | | 0 | 10 | 0 | 32 | 203 | [| 59.9 | - 00.0 |
| | | linates of track axis | | Track | _ | urve | Multiple | | | rected |
| Track | Coord | midles of flack axis | | | | | | | | |
| Track | | V | | type | ra | dius | reflection | 15 | | ion level |
| Station | Coord X | Y | Z | | _ | | | | | niaht |
| Station km | X | | | [dB] | [(| dB] | [dB] | | day | night |
| Station km 0+000 | X 386174.760 | 3769396.376 | 89.92 | | [0 | dB] - | [dB] - | \dashv | day - | - nigni |
| Station km | X | | | | [0 | dB] - - | [dB] - - | | - - - | |
| Station km 0+000 | X 386174.760 | 3769396.376 | 89.92 | | [0 | dB] - - | [dB] - - | | day _ - | |

| Throat6 | | R | ail track: | Direction: | | | Sec | tion: 41 | | Km: 0+000 |
|---|--|--|--|---|------------------|---|---|---------------------|--|--|
| | Train t | уре | | Number o | f trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 7 | 7 0 | 32 32 | 151 203 | - | 64.3 58.1 | 60.0 |
| Track | Coordi | nates of track axis | | Track | Cı | ırve | Multiple | | Corr | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | s | Emissi | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+420 | 386207.420 386491.280 | 3769444.399 3769703.788 | 89.92 89.92 | - | | - | - | | - | - |
| Throat6 | | | ail track: | Direction: | | | Sec | tion: 42 | 2 | Km: 0+000 |
| | Train t | уре | | Number o | f trains | Speed | Length per | | Emissi | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | 20 | 7 | km/h | M 151 | | dB(A) | dB(A) |
| | | | 0 | 30 7 | 7 0 | 32 32 | 151 203 | [| 64.3 58.1 | 60.0 |
| Track | Coordi | nates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+070 | 386207.338 386178.406 | 3769444.437 3769381.047 | 89.92 91.92 | _ | | - | - | | - | |
| _AUS_12 | 300170.400 | | ail track: | Direction: | | | Sec | tion: 43 | 3 | Km: 0+000 |
| | Train t | | | Number o | f trains | Speed | Length per | | | ion level |
| | |) P = 0 | | day | night | l opeca | train | Max | day | night |
| | | | | aa, | 9 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 3 | 3 | 16 16 | 151 203 | - | 64.0 57.7 | 59.3 |
| Track | Coordi | nates of track axis | | Track | | urve | Multiple | - | | ected |
| Station | x | Υ | z | type | | dius | reflection | | | ion level |
| km | | | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386177.817 | 3769354.950 | 91.92 | - | | - | - | | - | - |
| 0+075 _AUS_12 | 386203.614 | 3769425.526 | 89.92 ail track: | Direction: | | - | 500 | tion: 44 | - | Km: 0+000 |
| LAU3_12 | Train t | | all track. | Number o | f trains | Speed | | | | ion level |
| | Hallit | ype | | day | night | Speed | Length per train | Max | day | night |
| | | | | uay | riigiit | km/h | | IVIAX | dB(A) | dB(A) |
| | | | | | | | m | | | αD(Λ) |
| | | | 0 | 15 | 3 | | m 151 | - | | 59.3 |
| | | | 0 | 15 3 | 3 0 | 16 16 | 151 203 | - | 64.0 57.7 | 59.3 |
| Track | The second secon | nates of track axis | | 3 Track | 0 Cu | 16 16 urve | 151 203 Multiple | - | 64.0 57.7 Corr | ected - |
| Track Station | Coordi X | nates of track axis | | 3 Track type | O Cu | 16 16 urve dius | 151 203 Multiple reflection | - | 64.0 57.7 Corr | - |
| Station km | Х | Y | Z | 3 Track | O Cu | 16 16 urve | 151 203 Multiple | - | 64.0 57.7 Corr | ected - |
| Station km 0+000 | X 386203.614 | Y 3769425.526 | 0 Z 89.92 | 3 Track type | O Cu | 16 16 urve dius | 151 203 Multiple reflection | - | 64.0 57.7 Corr Emissi | rected ion level |
| Station km 0+000 0+532 | Х | Y 3769425.526 3768903.494 | 0 Z 89.92 93.32 | 3 Track type [dB] | O Cu | 16 16 urve dius | 151 203 Multiple reflection [dB] | s | 64.0 57.7 Corr Emissi day | rected ion level night |
| Station km 0+000 0+532 | X 386203.614 386109.172 | Y 3769425.526 3768903.494 | 0 Z 89.92 | Track type [dB] - Direction: | O Cu | 16 16 urve dius dB] | 151 203 Multiple reflection [dB] | s tion: 45 | 64.0 57.7 Corr Emissi day | ected ion level night - Km: 0+000 |
| Station km 0+000 0+532 | X 386203.614 | Y 3769425.526 3768903.494 | 0 Z 89.92 93.32 | 3 Track type [dB] - Direction: | O Cu rac [c | 16 16 urve dius | 151 203 Multiple reflection [dB] - Sec Length per | s tion: 45 | 64.0 57.7 Corr Emissi day - - 5 | ected ion level night Km: 0+000 ion level |
| Station km 0+000 0+532 | X 386203.614 386109.172 | Y 3769425.526 3768903.494 | 0 Z 89.92 93.32 | Track type [dB] - Direction: | O Cu | 16 16 16 Irve Idius Idiu Idiu Idius Idius Idius Idius Idius Idius Idius Idius Idius Idius | 151 203 Multiple reflection [dB] - Sec Length per train | s tion: 45 | 64.0 57.7 Corr Emissi day - - - - - - - - - - - - - - - - - - - | ected ion level night - Km: 0+000 ion level night |
| Station km 0+000 0+532 | X 386203.614 386109.172 | Y 3769425.526 3768903.494 | 0 Z 89.92 93.32 | 3 Track type [dB] - Direction: | O Cu rac [c | 16 16 urve dius dB] | 151 203 Multiple reflection [dB] - Sec Length per | s tion: 45 | 64.0 57.7 Corr Emissi day - - 5 | ected ion level night Km: 0+000 |
| Station km 0+000 0+532 _AUS_12 | X 386203.614 386109.172 Train t | Y 3769425.526 3768903.494 Raype | 89.92 93.32 ail track: | 3 Track type [dB] - Direction: Number of day | O Cu ran [o | 16 16 16 16 16 16 16 16 16 16 16 | 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 | s s ttion: 45 | 64.0 57.7 Corr Emissi day - - - - - - - - - - - - - | ected ion level night Km: 0+000 ion level night dB(A) 59.3 |
| Station km 0+000 0+532AUS_12 | X 386203.614 386109.172 Train t | Y 3769425.526 3768903.494 | 89.92 93.32 ail track: | 3 Track type [dB] - Direction: Number of day | O Cu ran [o | 16 16 16 16 16 16 16 16 16 16 16 16 16 1 | 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple | s tion: 45 | 64.0 57.7 Corr Emissi day - - 6 Emissi day dB(A) 64.0 57.7 Corr | ected on level night Km: 0+000 on level night dB(A) 59.3 ected |
| Station km 0+000 0+532 _AUS_12 | X 386203.614 386109.172 Train t | Y 3769425.526 3768903.494 Raype | 0 Z 89.92 93.32 ail track: | 3 Track type [dB] - Direction: Number of day 15 3 Track type | o Cu rains night | speed km/h 16 16 16 16 16 16 16 16 16 16 16 16 16 | Multiple reflection [dB] - Sec Length per train m 151 203 Multiple reflection | s tion: 45 | 64.0 57.7 Corr Emissi day - - 6 Emissi day dB(A) 64.0 57.7 Corr | rected ion level night Km: 0+000 ion level night dB(A) 59.3 |
| Station km 0+000 0+532 _AUS_12 Track Station km | X 386203.614 386109.172 Train t | Y 3769425.526 3768903.494 Rappe Inates of track axis Y | 89.92 93.32 ail track: | 3 Track type [dB] - Direction: Number of day 15 3 Track | o Cu rains night | 16 16 16 16 16 16 16 16 16 16 16 16 16 1 | 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple | s tion: 45 | 64.0 57.7 Corr Emissi day - - 6 Emissi day dB(A) 64.0 57.7 Corr | ected fon level night Km: 0+000 fon level night dB(A) 59.3 ected |
| Station km 0+000 0+532 LAUS_12 Track Station | X 386203.614 386109.172 Train t | Y 3769425.526 3768903.494 Raype | 89.92 93.32 ail track: | 3 Track type [dB] - Direction: Number of day 15 3 Track type | o Cu rains night | speed km/h 16 16 16 16 16 16 16 16 16 16 16 16 16 | Multiple reflection [dB] - Sec Length per train m 151 203 Multiple reflection | s tion: 45 | 64.0 57.7 Corr Emissi day - - 5 Emissi day dB(A) 64.0 57.7 Corr Emissi | cected ion level night Km: 0+000 ion level night dB(A) 59.3 - ected ion level |

| _AUS12 | | F | Rail track: | Direction: | | | Sec | tion: 46 | | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|------------|-----------|----------|------------|----------|--------------|----------------|
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 0 | 15 3 | 3 0 | 16 16 | 151 203 | - | 64.0 57.7 | 59.3 |
| Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | idius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [4 | dB] | [dB] | | day | night |
| 0+000 0+399 | 386044.035 386134.905 | 3768914.069 3769300.687 | 93.78 91.92 | - | | - | - | | - | - |
| AUS12 | | F | Rail track: | Direction: | | | Sec | tion: 47 | | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | • | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 | 15 | 3 | 16 | 151 | - | 64.0 | 59.3 |
| | | | 0 | 3 | ა 0 | 16 | 203 | | 57.7 | - |
| Track | Coordi | nates of track axis | Ŭ | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | idius | reflection | | | ion level |
| km | | | | [dB] | | dB1 | [dB] | | day | night |
| 0+000 | 386039.054 | 3768912.182 | 93.75 | - | - | - | - | | - | - |
| 0+354 | 386110.318 | 3769258.991 | 91.92 | | | - | _ | | _ | |
| AUS12 | | | Rail track: | Direction: | | | | tion: 48 | | Km: 0+000 |
| | Train t | ype | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 3 | 3 0 | 16 16 | 151 203 | - | 64.0 57.7 | 59.3 |
| Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | idius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+358 | 386110.318 386026.567 | 3769258.991 3768912.709 | 91.92 93.81 | - | | - | - | | - | - |
| GoldNB_Reloc | | F | Rail track: | Direction: | | | Sec | tion: 49 | | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | 71 - | | day | night | ., | train | Max | day | night |
| | | | | 22., | 9 | km/h | m | | dB(A) | dB(A) |
| Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | . , | rected |
| Station | X | Υ | z | type | | idius | reflection | | | ion level |
| km | | | _ | [dB] | | dB1 | [dB] | | day | night |
| 0+000 | 386006.651 | 3768862.937 | 91.29 | - [] | | - | - | | - | - |
| 0+853 | 385999.210 | 3769650.932 | 88.37 | - | | - | - | | | - |
| GoldSB_Reloc | | | Rail track: | Direction: | | | | tion: 50 | | Km: 0+000 |
| | Train t | ype | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | · , | rected |
| Station | X | Υ | Z | type | | idius | reflection | | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386001.861 | 3768863.845 | 89.92 | - | | - | - | | - | - |
| 0+848 | 385995.788 | 3769646.440 | 88.31 | - | | - | - | | - | - |
| | | | | | | | | | | |

| | | F | Rail track: | Direction: | | | Sec | tion: 51 | | Km: 0+000 |
|---|---|--|--|----------------------------------|---|--|---|--|----------------------------------|---|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 0 | 32 | 203 | - 1 | 64.5 | - |
| Track | Coord | linates of track axis | | Track | Cı | ırve | Multiple | • | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | ſ | dB] | [dB] | | day | night |
| 0+000 | 386731.600 | 3769516.995 | 89.92 | | | - | | | - | - |
| 0+053 | 386722.218 | 3769569.313 | 89.92 | - | | - | - | | - | - |
| NE_4trk | | F | Rail track: | Direction: | | | Sec | tion: 52 | 2 | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | · · | | day | night | <u> </u> | train | Max | day | night |
| | | | | uu, | 9 | km/h | m | 11100 | dB(A) | dB(A) |
| | | | 0 | 45 | 10 | 32 | 151 | - 1 | 66.0 | 61.7 |
| | | | ő | 10 | 0 | 32 | 203 | - | 59.9 | - |
| Track | Coord | linates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | z | type | | dius | reflection | | | ion level |
| km | , | | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386527.929 | 3769722.157 | 89.92 | - [ub] | Į. | - | [ub] - | | - uay | - Ingrit |
| 0+080 | 386607.050 | 3769730.723 | 89.92 | - | | _ | - | - [| - | _ |
| IE_4trk | | | Rail track: | Direction: | | | Sec | tion: 53 | 3 | Km: 0+00 |
| _ | Train | type | | Number | of trains | Speed | Length per | | Fmiss | ion level |
| | Train | 1,700 | | day | night | Opeca | train | Max | day | night |
| | | | | uay | riigitt | Irm /h | | IVIAX | • | _ |
| | | | 0 | 45 | 10 | km/h 32 | m 151 | | dB(A) 66.0 | dB(A) 61.7 |
| | | | 0 | 45 10 | 0 | 32 | 203 | - | 59.9 | 61.7 |
| Track | Coord | linates of track axis | U | Track | | urve | Multiple | | | rected |
| | 1 | illiates of track axis | | Hack | | live | iviuitipie | , | | |
| Ctation | V | V/ | 7 | 4 | | alia | | | | in a larral |
| Station | X | Y | Z | type | | dius | reflection | ns | | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | ns | day | ion level night |
| km 0+000 | 386528.159 | 3769717.272 | 89.92 | [dB] - | [0 | dB] - | | ns | | 1 |
| km 0+000 0+065 | | 3769717.272 3769724.249 | 89.92 89.92 | [dB] - - | [0 | dB] | [dB] - - | | day - - | night - - |
| km 0+000 0+065 | 386528.159 386592.696 | 3769717.272 3769724.249 | 89.92 | [dB] Direction: | [0 | dB] - - | [dB] - - Sed | ction: 54 | day - - | night - - Km: 0+000 |
| km 0+000 0+065 | 386528.159 | 3769717.272 3769724.249 | 89.92 89.92 | [dB] Direction: | of trains | dB] - | [dB] Sec | ction: 54 | day - - - I Emiss | night - - Km: 0+000 |
| km 0+000 0+065 | 386528.159 386592.696 | 3769717.272 3769724.249 | 89.92 89.92 | [dB] Direction: | [0 | Speed | [dB] Sec Length per | ction: 54 | day Emiss day | right Km: 0+000 ion level night |
| km 0+000 0+065 | 386528.159 386592.696 | 3769717.272 3769724.249 | 89.92 89.92 Rail track: | [dB] Direction: Number of day | of trains night | Speed km/h | [dB] Sec Length per train m | etion: 54 | day Emiss day dB(A) | right - Km: 0+000 ion level night dB(A) |
| km 0+000 0+065 North2 | 386528.159 386592.696 Train | 3769717.272 3769724.249 Itype | 89.92 89.92 | [dB] Direction: Number of day 56 | of trains night | Speed km/h | [dB] Sec Length per train m 151 | etion: 54 | day Emiss day dB(A) 67.0 | km: 0+000 ion level night dB(A) 62.5 |
| km 0+000 0+065 North2 | 386528.159 386592.696 Train | 3769717.272 3769724.249 type | 89.92 89.92 Rail track: | [dB] | of trains night 12 | Speed km/h 32 | [dB] Sec Length per train m 151 Multiple | Max | day | might - Km: 0+000 ion level night dB(A) 62.5 |
| km 0+000 0+065 North2 | 386528.159 386592.696 Train | 3769717.272 3769724.249 Itype | 89.92 89.92 Rail track: | [dB] | of trains night 12 Cu | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection | Max | day | right Km: 0+000 ion level night dB(A) 62.5 |
| km 0+000 0+065 North2 Track Station km | 386528.159 386592.696 Train | 3769717.272 3769724.249 type | 89.92 89.92 Rail track: | [dB] | of trains night 12 Cu | Speed km/h 32 | [dB] Sec Length per train m 151 Multiple | Max | day | might - Km: 0+000 ion level night dB(A) 62.5 |
| km 0+000 0+065 North2 Track Station km 0+000 | 386528.159 386592.696 Train Coord X 386607.050 | 3769717.272 3769724.249 type finates of track axis Y 3769730.723 | 89.92 89.92 Rail track: | [dB] | of trains night 12 Cu | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection | Max | day | might Km: 0+000 ion level night dB(A) 62.5 rected ion level |
| km | 386528.159 386592.696 Train | 3769717.272 3769724.249 type finates of track axis Y 3769730.723 3770188.510 | 89.92 89.92 Rail track: 0 Z 89.92 91.44 | [dB] | of trains night 12 Cu | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection [dB] | Max Ans. | day | might Km: 0+000 ion level night dB(A) 62.5 rected ion level night |
| Track Station km 0+000 0+065 | 386528.159 386592.696 Train Coord X 386607.050 386889.616 | 3769717.272 3769724.249 type dinates of track axis Y 3769730.723 3770188.510 | 89.92 89.92 Rail track: | [dB] | of trains night 12 Cu | Speed km/h 32 urve dius | [dB] Sec Length per train m 151 Multiple reflection [dB] Sec | Max | day | night Km: 0+000 ion level night dB(A) 62.5 rected ion level night - |
| km | 386528.159 386592.696 Train Coord X 386607.050 | 3769717.272 3769724.249 type dinates of track axis Y 3769730.723 3770188.510 | 89.92 89.92 Rail track: 0 Z 89.92 91.44 | [dB] | of trains night 12 Cu rac | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection [dB] | Max | day | night Km: 0+000 ion level night dB(A) 62.5 rected ion level night - |
| km | 386528.159 386592.696 Train Coord X 386607.050 386889.616 | 3769717.272 3769724.249 type dinates of track axis Y 3769730.723 3770188.510 | 89.92 89.92 Rail track: 0 Z 89.92 91.44 | [dB] | of trains night 12 Cu rac | Speed km/h 32 urve dius dB] | [dB] Sec Length per train m 151 Multiple reflection [dB] Sec | Max | day | might Km: 0+000 ion level night dB(A) 62.5 rected ion level night Km: 0+000 ion level |
| km | 386528.159 386592.696 Train Coord X 386607.050 386889.616 | 3769717.272 3769724.249 type dinates of track axis Y 3769730.723 3770188.510 | 89.92 89.92 Rail track: 0 Z 89.92 91.44 | [dB] | of trains night 12 Cu raa [cu | Speed km/h 32 urve dius dB] | [dB] Sec Length per train m 151 Multiple reflection [dB] - Sec Length per | Max | day | might Km: 0+000 ion level night dB(A) 62.5 rected ion level night Km: 0+000 ion level night |
| km | 386528.159 386592.696 Train Coord X 386607.050 386889.616 | 3769717.272 3769724.249 type dinates of track axis Y 3769730.723 3770188.510 | 89.92 89.92 Rail track: 0 Z 89.92 91.44 | [dB] | of trains night 12 Cu raa [cu | Speed km/h 32 arve dius dB] | [dB] - Sec Length per train m 151 Multiple reflectior [dB] - Sec Length per train | Max | day | might - Km: 0+000 ion level night dB(A) 62.5 rected ion level night - Km: 0+000 ion level night |
| km | 386528.159 386592.696 Train Coord X 386607.050 386889.616 | 3769717.272 3769724.249 type dinates of track axis Y 3769730.723 3770188.510 | 89.92 89.92 Rail track: 0 Z 89.92 91.44 Rail track: | [dB] | of trains night 12 Cu rae [cu | Speed km/h 32 arve dius dB] Speed km/h | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m | Max | day | might Km: 0+000 ion level night dB(A) 62.5 rected ion level night Km: 0+000 ion level night dB(A) 60.0 |
| Track Station km 0+000 0+065 | 386528.159 386592.696 Train Coord X 386607.050 386889.616 Train | 3769717.272 3769724.249 type dinates of track axis Y 3769730.723 3770188.510 | 89.92 89.92 Rail track: 0 Z 89.92 91.44 Rail track: | [dB] | of trains night 12 Cu rai [a of trains night 7 0 | Speed km/h 32 arve dius dB] Speed km/h 32 | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m 151 | Max - Baselina Section: 55 Max yes - | day | might Km: 0+000 ion level night dB(A) 62.5 rected ion level night Km: 0+000 ion level night dB(A) |
| km | 386528.159 386592.696 Train Coord X 386607.050 386889.616 Train | 3769717.272 3769724.249 type dinates of track axis | 89.92 89.92 Rail track: 0 Z 89.92 91.44 Rail track: | [dB] | of trains night 12 Cu rae [cu of trains night 7 0 Cu | Speed km/h 32 arve dius dB] Speed km/h 32 32 32 | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m 151 203 | Max | day | might - Km: 0+000 ion level night dB(A) 62.5 rected ion level night - Km: 0+000 ion level night dB(A) 60.0 |
| km 0+000 0+065 North2 Track Station km 0+000 0+573 Throat6 | 386528.159 386592.696 Train Coord X 386607.050 386889.616 Train | 3769717.272 3769724.249 type dinates of track axis | 89.92 89.92 Rail track: 0 Z 89.92 91.44 Rail track: | [dB] | of trains night 12 Cu rai of trains night 7 0 Cu rai | Speed km/h 32 urve dius dB] Speed km/h 32 avve siB] Speed km/h 32 avve | [dB] - Sec Length per train m 151 Multiple reflectior [dB] - Sec Length per train m 151 Auditiple Multiple Multiple Multiple Multiple Multiple Multiple | Max | day | might Km: 0+000 ion level night dB(A) 62.5 rected ion level night - Km: 0+000 ion level night dB(A) - rected |

| | | | Rail track: | Direction: | | | | ction: 56 | 6 | Km: 0+221 |
|--------------------------|--------------------------|----------------------------|-------------------|---------------|----------|--------------|---------------------|-----------|--------------|----------------|
| | Train | type | | Number o | | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 7 | 32 | 151 | I - I | 64.3 | 60.0 |
| Track | Coord | dinates of track axis | 0 | 7 Track | 0 | urve 32 | 203 Multiple | - | 58.1 Cor | rected |
| Station | x | Y | z | type | | dius | reflection | | | sion level |
| km | ^ | , | _ | [dB] | | dB1 | [dB] | | day | night |
| 0+221 | 386300.889 | 3769623.792 | 89.92 | - [uD] | | - | - [ub] | | - - | - |
| 0+436 | 386493.600 | 3769699.206 | 89.92 | - | | - | - | | - | - |
| hroat6 plus Alt | | | Rail track: | Direction: | | | | tion: 57 | | Km: 0+000 |
| | Train | type | | Number o | | Speed | Length per | 1 | | sion level |
| | | | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 | 30 | 7 | 32 | 151 | yes | 64.3 | 60.0 |
| | | | 0 | 7 | 0 | 32 | 203 | - | 58.1 | - |
| Track | | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | าร | | sion level |
| km | 000500 000 | 0700707.004 | 22.22 | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+610 | 386520.669 386143.202 | 3769727.961 3769324.760 | 89.92 91.33 | - | | - | - | | - | - |
| lorth 2 - Alt1 S | | | Rail track: | Direction: | | | Sec | ction: 58 | | Km: 0+000 |
| | Train | | | Number o | f trains | Speed | Length per | | | sion level |
| | | 777 | | day | night | - | train | Max | day | night |
| | | | | , | 9 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 56 | 12 | 32 | 151 | ves | 67.0 | 62.5 |
| Track | Coord | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | าร | Emiss | sion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 | 386779.890 | 3769877.260 | 91.44 | - | | - | - | | - | - |
| 0+237 SR_2trk | 386606.048 | 3769737.832 | 90.09 Rail track: | Direction: | | - | | tion: 59 | <u>-</u> | Km: 0+000 |
| ISK_ZIIK | Train | | Rail liack. | Number o | f trains | Speed | Length per | | | sion level |
| | Halli | туре | | 1 | | Speed | | | | 1 |
| | | | | day | night | km/h | train | Max | day dB(A) | night dB(A) |
| | | | 0 | 15 | 3 | 32 | m 151 | yes | 61.2 | 56.5 |
| | | | 0 | 3 | 0 | 32 | 203 | - | 55.0 | - |
| Track | Coord | dinates of track axis | | Track | Cı | urve | Multiple |) | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386110.532 386143.202 | 3769245.213 3769324.760 | 91.92 91.33 | - | | - | - | | - | - |
| 0+086 | 000140.202 | | Rail track: | Direction: | | | Sec | ction: 60 | 0 | Km: 0+030 |
| 0+086 .oop2_Horn | Train | type | | Number o | f trains | Speed | Length per | | | sion level |
| 0+086 Loop2_Horn | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | | | | | | | | |
| oop2_Horn | | | 0 | 30 | 0 | 32 | 203 | L- | 64.5 | - |
| oop2_Horn Track | Coord | dinates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Oop2_Horn Track Station | | dinates of track axis | | Track type | Cu ra | urve dius | Multiple reflection | | Cor Emiss | sion level |
| .oop2_Horn | Coord | 1 | | Track | Cu ra | urve | Multiple | | Cor | |

| ThroatExit_S_ | W of River w Horn | | Rail track: | Direction: | | | Sec | tion: 6 | | Km: 0+000 |
|----------------|---------------------------------|----------------------------|-------------------|------------|-----------|---------|------------|----------|-------|-----------|
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | ves | 77.9 | - |
| Track | Coord | dinates of track axis | _ | Track | | urve | Multiple | | | rected |
| Station | Х | Υ | Z | type | | dius | reflection | | | ion level |
| km | ~ | • | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386625.852 | 3769686.136 | 90.11 | [db] | Į. | - | [GD] | | - uay | riigiit |
| 0+000 | 386530.357 | 3769701.484 | 89.92 | _ | | _ | _ | | _ | _ |
| | W of River w Horn | | Rail track: | Direction: | | | Sec | tion: 62 | | Km: 0+000 |
| | Train | | i tali ti'aotti | Number | of trains | Speed | Length per | | | ion level |
| | Halli | турс | | | | I Opeca | train | Max | day | 1 |
| | | | | day | night | 1 | | IVIAX | • | night |
| | | | 0 | 10 | - | km/h | m | | dB(A) | dB(A) |
| - . I | 0 | P. 4. C. 1 | 0 | 13 | 0 | 32 | 203 | | 77.9 | <u> </u> |
| Track | | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ns | | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386663.431 | | 90.52 89.92 | - | | - | - | | - | - |
| 0+127 | 386722.216 W of River w Horn | 3769569.318 | 89.92 Rail track: | Direction: | | - | - | tion: 63 | - | Km: 0+000 |
| IIIUalEXIL_S_ | | | Tall liack. | | | | | | | |
| | Train | type | | Number o | | Speed | Length per | 1 | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | | yes | 77.9 | - |
| Track | Coor | dinates of track axis | | Track | Cı | ırve | Multiple | • | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386715.203 | 3769579.068 | 89.92 | - | | - | - | | - | - |
| 0+061 | 386689.207 | 3769634.305 | 90.24 | | | - | - | | _ | _ |
| hroatExit_S_ | W of River w Horn | | Rail track: | Direction: | | | | tion: 64 | | Km: 0+000 |
| | Train | type | | Number of | of trains | Speed | Length per | 1 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | - |
| Track | Coord | dinates of track axis | | Track | Cı | ırve | Multiple | , | Cor | rected |
| Station | X | Υ | Z | type | rad | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | ſc | dB] | [dB] | | day | night |
| 0+000 | 386530.098 | 3769706.166 | 89.92 | - | | - | - | | - | - |
| 0+102 | 386630.738 | 3769696.557 | 90.55 | - | | - | _ | | - | - |
| hroatExit_S_ | W of River w Horn | | Rail track: | Direction: | | | Sec | tion: 6 | 5 | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Fmiss | ion level |
| | | 71 | | day | night | "" | train | Max | day | night |
| | | | | uay | giit | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | UD(A) |
| Track | Coord | dinates of track axis | U | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | | | dius | reflection | | | ion level |
| | ^ | 1 | | type | | | | 13 | | 1 |
| km | 200404-000 | 0700700 700 | 00.00 | [dB] | Įc | dB] | [dB] | | day | night |
| | | | | - | | - | = | J | - | - |
| 0+000 0+039 | 386491.286 386530.098 | 3769703.728 3769706.166 | 89.92 89.92 | - | | - | - | | | |

| | W of River w Horn | | Rail track: | Direction: | | | Sec | tion: 66 | 6 | Km: 0+000 |
|--|--|---|--|---|--|---|--|-------------------------|---|---|
| | Train | type | | Number of | trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | - ` |
| Track | Coord | dinates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | Ic | dB] | [dB] | | day | night |
| 0+000 | 386530.357 | 3769701.484 | 89.92 | - | | - | - | | - | g.n. |
| 0+037 | 386493.600 | 3769699.206 | 89.92 | - | | _ | - | | _ | _ |
| | W of River w Horn | | Rail track: | Direction: | - | | Sec | tion: 67 | 7 | Km: 0+000 |
| | Train | type | | Number of | trains | Speed | Length per | | Emiss | ion level |
| | | · · | | day | night | i i | train | Max | day | night |
| | | | | | g | km/h | m | 111001 | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | ves | 77.9 | - GB(/1) |
| Track | Coord | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | z | type | | dius | reflection | | | sion level |
| | | ' | _ | | | | [dB] | 13 | | 1 |
| km 0+000 | 386721.464 | 3769547.605 | 90.00 | [dB] - | | dB] - | [08] | - | day - | night |
| 0+000 0+032 | 386721.464 386715.197 | 3769547.605 3769579.095 | 89.92 89.92 | - | | _ | - | | - | - |
| | W of River w Horn | | Rail track: | Direction: | | | Sec | tion: 68 | 3 | Km: 0+000 |
| | Train | | I am traorti | Number of | traine | Speed | Length per | | | sion level |
| | ITAIII | туре | | 1 | | Speed | | | | 1 |
| | | | | day | night | 1//- | train | Max | day | night |
| | | | 0 | 40 | | km/h | m | | dB(A) | dB(A) |
| Tuesda | Caar | -lin-stan af tun-al- aviia | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | - |
| Track | | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | is | | sion level |
| km l | | | | [dB] | l [c | dB1 | [dB] | | day | night |
| | | | | | | - | | _ | | |
| 0+000 | 386689.207 | 3769634.305 | 90.24 | | | - | | | - | - |
| 0+000 0+038 | 386663.062 | 3769662.269 | 90.04 | - | | - | - | | - | - |
| 0+000 0+038 | 386663.062 SAN, Coast Starligh | 3769662.269 nt 2 | | Direction: | | - | Sec | tion: 69 | - - 9 | Km: 0+000 |
| 0+000 0+038 | 386663.062 | 3769662.269 nt 2 | 90.04 | - | | - | Sec Length per | | - - 9 | - |
| 0+000 0+038 | 386663.062 SAN, Coast Starligh | 3769662.269 nt 2 | 90.04 | Direction: | | - | Sec | | - - 9 | Km: 0+000 |
| 0+000 0+038 | 386663.062 SAN, Coast Starligh | 3769662.269 nt 2 | 90.04 | Direction: | trains | - | Sec Length per train m | | - - Emiss | Km: 0+000 |
| 0+000 0+038 | 386663.062 SAN, Coast Starligh | 3769662.269 nt 2 | 90.04 | Direction: | trains | Speed | Secondary Second | Max | Emiss day dB(A) 86.0 | Km: 0+000 sion level night dB(A) 81.5 |
| 0+000 0+038 | 38663.062 SAN, Coast Starligh Train | 3769662.269 nt 2 | 90.04 Rail track: | Direction: Number of day | trains night | Speed km/h | Sec Length per train m | Max | Emiss day dB(A) 86.0 | Km: 0+000 sion level night dB(A) |
| 0+000 0+038 /entura, LOS | 38663.062 SAN, Coast Starligh Train | 3769662.269 at 2 type | 90.04 Rail track: | Direction: Number of day 84 Track | trains night | Speed km/h | Secondary Second | Max | Emiss day dB(A) 86.0 | Km: 0+000 sion level night dB(A) 81.5 |
| 0+000 0+038 /entura, LOS | 38663.062 SAN, Coast Starligh Train Coord | 3769662.269 at 2 type | 90.04 Rail track: | Direction: Number of day 84 Track type | trains night 18 | Speed km/h 32 urve dius | Length per train m 151 Multiple reflection | Max | Emiss day dB(A) 86.0 Cor Emiss | Km: 0+000 sion level night dB(A) 81.5 |
| 0+000 0+038 /entura, LOS | 38663.062 SAN, Coast Starligh Train Coord | 3769662.269 at 2 type | 90.04 Rail track: | Direction: Number of day 84 Track | trains night 18 Cu rac | Speed km/h 32 | Length per train m 151 | Max | Emiss day dB(A) 86.0 | Km: 0+000 sion level night dB(A) 81.5 rected sion level |
| 0+000 0+038 /entura, LOS /rentura, LOS /rentura, LOS /rentura, LOS | 38663.062 SAN, Coast Starligh Train Coord | 3769662.269 Int 2 type dinates of track axis Y | 90.04 Rail track: 0 Z | Direction: Number of day 84 Track type [dB] | trains night 18 Cu rac [c | Speed km/h 32 urve dius dB] | Length per train m 151 Multiple reflection | Max | Emiss day dB(A) 86.0 Cor Emiss | Km: 0+000 sion level night dB(A) 81.5 rected sion level night |
| 0+000 0+038 /entura, LOS /entura, LOS /entura, LOS /entura, LOS /entura, LOS /entura, LOS /entura, LOS | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 | 3769662.269 Int 2 Itype dinates of track axis Y 3770187.096 3770507.725 | 90.04 Rail track: 0 Z | Direction: Number of day 84 Track type [dB] | trains night 18 Cu rac [c | Speed km/h 32 urve dius dB] | Length per train m 151 Multiple reflection [dB] | Max | Emiss day dB(A) 86.0 Cor Emiss day | Km: 0+000 sion level night dB(A) 81.5 rected sion level night |
| 0+000 0+038 /entura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 386973.752 | 3769662.269 Int 2 Itype dinates of track axis Y 3770187.096 3770507.725 | 90.04 Rail track: 0 Z 90.81 | Direction: Number of day 84 Track type [dB] | trains night 18 Cu ran [c | Speed km/h 32 urve dius dB] | Length per train m 151 Multiple reflection [dB] | Max yes sas | Emiss day dB(A) 86.0 Cor Emiss day - | Km: 0+000 sion level night dB(A) 81.5 rected sion level night - |
| 0+000 0+038 /entura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 386973.752 SAN, Coast Starligh | 3769662.269 Int 2 Itype dinates of track axis Y 3770187.096 3770507.725 | 90.04 Rail track: 0 Z 90.81 | Direction: Number of day 84 Track type [dB] - Direction: | trains night 18 Cu raa [cu | Speed km/h 32 urve dius dB] | Secondary Second | Max yes sas | Emiss day dB(A) 86.0 Cor Emiss day - | Km: 0+000 sion level night dB(A) 81.5 rected sion level night - Km: 0+000 sion level sion level |
| 0+000 0+038 /entura, LOS /entura, LOS /entura, LOS /entura, LOS /entura, LOS /entura, LOS /entura, LOS | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 386973.752 SAN, Coast Starligh | 3769662.269 Int 2 Itype dinates of track axis Y 3770187.096 3770507.725 | 90.04 Rail track: 0 Z 90.81 | Direction: Number of day 84 Track type [dB] Direction: Number of | trains night 18 Cu ran [c | Speed km/h 32 urve dius dB] | Length per train m 151 Multiple reflection [dB] - Sec Length per train | Max yes siss | Emiss day dB(A) 86.0 Cor Emiss day | Km: 0+000 sion level night dB(A) 81.5 rected sion level night - Km: 0+000 sion level night |
| 0+000 0+038 /entura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 386973.752 SAN, Coast Starligh | 3769662.269 Int 2 Itype dinates of track axis Y 3770187.096 3770507.725 | 90.04 Rail track: 0 Z 90.81 | Direction: Number of day 84 Track type [dB] Direction: Number of day | trains night 18 Cu raa [cu | Speed km/h 32 urve dius dB] | Secondary Second | Max yes siss | Emiss day dB(A) 86.0 Cor Emiss day | Km: 0+000 sion level night dB(A) 81.5 rected sion level night - Km: 0+000 sion level night dB(A) |
| 0+000 0+038 /entura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS /rentura, LOS | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 386973.752 SAN, Coast Starligh Train | 3769662.269 Int 2 Itype Idinates of track axis Y 3770187.096 3770507.725 Int 1 Itype | 90.04 Rail track: 0 Z 90.81 - Rail track: | Direction: Number of day 84 Track type [dB] Direction: Number of day 84 | trains night 18 Cu rai [u trains night 18 | Speed km/h 32 urve dius dB] Speed km/h 32 | Secondary Second | yes stion: 70 | Emiss day dB(A) 86.0 Cor Emiss day | Km: 0+000 sion level night dB(A) 81.5 rected sion level night - Km: 0+000 sion level night |
| O+000 0+038 /entura, LOS Track Station km 0+000 0+333 /entura, LOS Track | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 386973.752 SAN, Coast Starligh Train Coord | 3769662.269 Int 2 Itype Idinates of track axis Y 3770187.096 3770507.725 Int 1 Itype Idinates of track axis | 90.04 Rail track: 0 Z 90.81 - Rail track: | Direction: Number of day 84 Track type [dB] Direction: Number of day 84 Track | trains night 18 Cu rac [cu trains night 18 Cu trains night | Speed km/h 32 urve dius dB] Speed km/h 32 urve | Length per train m 151 Multiple reflection [dB] Sec Length per train m 151 Multiple train m 151 Multiple | Max yes sis Max yes yes | Emiss day General day Emiss day Emiss day Emiss day Emiss day Cor Cor Cor Cor Cor Cor Cor Co | Km: 0+000 sion level night dB(A) 81.5 rected sion level night - Km: 0+000 sion level night dB(A) 81.5 |
| O+000 0+038 /entura, LOS Track Station km 0+000 0+333 /entura, LOS Track Station | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 386973.752 SAN, Coast Starligh Train | 3769662.269 Int 2 Itype Idinates of track axis Y 3770187.096 3770507.725 Int 1 Itype | 90.04 Rail track: 0 Z 90.81 - Rail track: | Direction: Number of day 84 Track type [dB] Direction: Number of day 84 Track type for day 84 Track type | trains night 18 Curac for trains night 18 Curac for trains night | Speed km/h 32 urve dius dB] Speed km/h 32 urve dius | Length per train m 151 Multiple reflection [dB] Sec Length per train m 151 Multiple reflection f 151 | Max yes sis Max yes yes | Emiss day B6.0 Cor Emiss day | Km: 0+000 sion level night dB(A) 81.5 rected sion level night - Km: 0+000 sion level dB(A) 81.5 rected sion level |
| O+000 0+038 /entura, LOS Track Station km 0+000 0+333 /entura, LOS Track | 38663.062 SAN, Coast Starligh Train Coord X 386893.999 386973.752 SAN, Coast Starligh Train Coord | 3769662.269 Int 2 Itype Idinates of track axis Y 3770187.096 3770507.725 Int 1 Itype Idinates of track axis | 90.04 Rail track: 0 Z 90.81 - Rail track: | Direction: Number of day 84 Track type [dB] Direction: Number of day 84 Track | trains night 18 Curac for trains night 18 Curac for trains night | Speed km/h 32 urve dius dB] Speed km/h 32 urve | Length per train m 151 Multiple reflection [dB] Sec Length per train m 151 Multiple train m 151 Multiple | Max yes sis Max yes yes | Emiss day General day Emiss day Emiss day Emiss day Emiss day Cor Cor Cor Cor Cor Cor Cor Co | Km: 0+000 sion level night dB(A) 81.5 rected sion level night - Km: 0+000 sion level night dB(A) 81.5 rected |

| X 386625.852 386530.357 River Train Coord X 386663.431 386722.216 River Train | linates of track axis Y 3769686.136 3769701.484 type linates of track axis Y 3769678.014 3769569.318 | Z 90.11 89.92 Rail track: | Number of day 17 Track type [dB] - Direction: Number of day 17 Track type [dB] - Direction: Number of day | night O Cu rac [cu trains night O Cu rac [cu trains night | Speed km/h 32 arve dius dB] Speed km/h 32 arve dius dB] Speed Speed | Length per train m 203 Multiple reflection [dB] - Sec Length per | Max yes tion: 72 Max yes s tion: 73 | day dB(A) 62.0 Corr Emiss day Emiss day dB(A) 62.0 Corr Emiss day | ion level night dB(A) - rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level night dB(A) - rected ion level night - Km: 0+000 |
|---|--|---|---|--|---|--|--|--|--|
| Coord X 386625.852 386530.357 River Train Coord X 386663.431 386722.216 River Train | linates of track axis Y 3769686.136 3769701.484 type linates of track axis Y 3769678.014 3769569.318 | 2 90.11 89.92 Rail track: 0 Z 90.52 89.92 Rail track: | 17 Track type [dB] - Direction: Number of day 17 Track type [dB] - Direction: Number of day | trains night Curac Cura | 32 urve ddius dB] Speed km/h 32 urve ddius dB] | train m 203 Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per | Max yes tion: 72 Max yes s tion: 73 | dB(A) 62.0 Corr Emiss day Emiss day dB(A) 62.0 Corr Emiss day | dB(A) - rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level night - Km: 0+000 |
| X 386625.852 386530.357 River Train Coord X 386663.431 386722.216 River Train Coord | Y 3769686.136 3769701.484 type linates of track axis Y 3769678.014 3769569.318 | 2 90.11 89.92 Rail track: 0 Z 90.52 89.92 Rail track: | 17 Track type [dB] - Direction: Number of day 17 Track type [dB] - Direction: Number of day | trains night Curac Cura | 32 urve ddius dB] Speed km/h 32 urve ddius dB] | m 203 Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per | yes stion: 72 | dB(A) 62.0 Corr Emiss day Emiss day dB(A) 62.0 Corr Emiss day | dB(A) - rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level night - Km: 0+000 |
| X 386625.852 386530.357 River Train Coord X 386663.431 386722.216 River Train Coord | Y 3769686.136 3769701.484 type linates of track axis Y 3769678.014 3769569.318 | 2 90.11 89.92 Rail track: 0 Z 90.52 89.92 Rail track: | Track type [dB] - Direction: Number or day 17 Track type [dB] - Direction: Number or day | trains night Curac Cura | 32 urve ddius dB] Speed km/h 32 urve ddius dB] | 203 Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per | s tion: 72 Max yes s | Emiss day Emiss day Corr Emiss day dB(A) 62.0 Corr Emiss day | rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level night - Km: 0+000 |
| X 386625.852 386530.357 River Train Coord X 386663.431 386722.216 River Train Coord | Y 3769686.136 3769701.484 type linates of track axis Y 3769678.014 3769569.318 | 2 90.11 89.92 Rail track: 0 Z 90.52 89.92 Rail track: | Track type [dB] - Direction: Number or day 17 Track type [dB] - Direction: Number or day | trains night Curac Cura | speed km/h 32 urve dius dB] | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per | s tion: 72 Max yes s | Emiss day Emiss day dB(A) 62.0 Corr Emiss day | rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level night - Km: 0+000 |
| X 386625.852 386530.357 River Train Coord X 386663.431 386722.216 River Train Coord | Y 3769686.136 3769701.484 type linates of track axis Y 3769678.014 3769569.318 | 2 90.11 89.92 Rail track: 0 Z 90.52 89.92 Rail track: | type [dB] - Direction: Number or day 17 Track type [dB] - Direction: Number or day | trains night Cu rac [cu | dius dB] Speed km/h 32 urve dius dB] - | reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per | tion: 72 Max yes s | Emiss day Emiss day dB(A) 62.0 Corr Emiss day | ion level night Km: 0+000 ion level night dB(A) - rected ion level night - Km: 0+000 |
| 386625.852 386530.357 River Train Coord X 386663.431 386722.216 River Train Coord | 3769686.136 3769701.484 type linates of track axis Y 3769678.014 3769569.318 | 90.11 89.92 Rail track: 0 Z 90.52 89.92 Rail track: | [dB] | trains night O Cu rac [c] | Speed km/h 32 urve dius dB] | [dB] Sec Length per train m 203 Multiple reflection [dB] Sec Length per | tion: 72 Max yes s | Emiss day dB(A) 62.0 Corr Emiss day - | night Km: 0+000 ion level night dB(A) - rected ion level night - Km: 0+000 |
| 2386530.357 River Train Coord X 386663.431 386722.216 River Train Coord | 3769701.484 type linates of track axis | 89.92 Rail track: 0 Z 90.52 89.92 Rail track: | Direction: Number of day 17 Track type [dB] Direction: Number of day | trains night 0 Cu rac [cu | Speed km/h 32 urve dius dB] | Length per train m 203 Multiple reflection [dB] - Second Length per | Max yes s | Emiss day dB(A) 62.0 Corr Emiss day | Km: 0+000 ion level night dB(A) rected ion level night - Km: 0+000 |
| 2386530.357 River Train Coord X 386663.431 386722.216 River Train Coord | 3769701.484 type linates of track axis | 89.92 Rail track: 0 Z 90.52 89.92 Rail track: | Direction: Number of day 17 Track type [dB] Direction: Number of day | trains night O Cu rac [c | Speed km/h 32 urve dius dB] | Length per train m 203 Multiple reflection [dB] - Second Length per | Max yes s | Emiss day dB(A) 62.0 Corr Emiss day - | ion level night dB(A) rected ion level night - Km: 0+000 |
| Coord X 386663.431 386722.216 River Train | type linates of track axis Y 3769678.014 3769569.318 | 0 Z 90.52 89.92 Rail track: | Number of day 17 Track type [dB] | night O Cu rac [c | km/h 32 urve dius dB] | Length per train m 203 Multiple reflection [dB] - Sec Length per | Max yes s | Emiss day dB(A) 62.0 Corr Emiss day - | ion level night dB(A) rected ion level night - Km: 0+000 |
| Coord X 386663.431 386722.216 River Train | type linates of track axis | 0 Z 90.52 89.92 Rail track: | Number of day 17 Track type [dB] | night O Cu rac [c | km/h 32 urve dius dB] | Length per train m 203 Multiple reflection [dB] - Sec Length per | Max yes s | Emiss day dB(A) 62.0 Corr Emiss day - | ion level night dB(A) rected ion level night - Km: 0+000 |
| Coord X 386663.431 386722.216 River Train | 3769678.014 3769569.318 type | 90.52 89.92 Rail track: | day 17 Track type [dB] Direction: Number or | night O Cu rac [c | km/h 32 urve dius dB] | train m 203 Multiple reflection [dB] Sec | Max yes s | day dB(A) 62.0 Corr Emiss day - | night dB(A) |
| X 386663.431 386722.216 River Train | Y 3769678.014 3769569.318 type | 90.52 89.92 Rail track: | 17 Track type [dB] - Direction: Number or | O Cu rac [c | 32 urve dius dB] | m 203 Multiple reflection [dB] - Sec | yes s tion: 73 | dB(A) 62.0 Corr Emiss day - | dB(A) - rected ion level night - Km: 0+000 |
| X 386663.431 386722.216 River Train | Y 3769678.014 3769569.318 type | 90.52 89.92 Rail track: | Track type [dB] - Direction: Number or day | Cu rac [c | 32 urve dius dB] | 203 Multiple reflection [dB] - Sec | s tion: 73 | 62.0 Corr Emiss day | rected ion level night - Km: 0+000 |
| X 386663.431 386722.216 River Train | Y 3769678.014 3769569.318 type | 90.52 89.92 Rail track: | Track type [dB] - Direction: Number or day | Cu rac [c | 32 urve dius dB] | 203 Multiple reflection [dB] - Sec | s tion: 73 | 62.0 Corr Emiss day | rected ion level night Km: 0+000 |
| X 386663.431 386722.216 River Train | Y 3769678.014 3769569.318 type | Z 90.52 89.92 Rail track: | Track type [dB] - Direction: Number or day | Cu rac [c | urve dius dB] - | Multiple reflection [dB] Sec | s tion: 73 | Corr Emiss day - - | ion level night - - Km: 0+000 |
| X 386663.431 386722.216 River Train | Y 3769678.014 3769569.318 type | Z 90.52 89.92 Rail track: | type [dB] | rac [c | dius dB] - - | reflection [dB] Sec | s tion: 73 | Emiss day - - | ion level night - - Km: 0+000 |
| 386663.431 386722.216 River Train | 3769678.014 3769569.318 type | 90.52 89.92 Rail track: | [dB] Direction: Number o | trains | dB] - - | [dB] Sec | tion: 73 | day - - | night - - Km: 0+000 |
| 386722.216 River Train | 3769569.318 type | 89.92 Rail track: | Direction: Number o | trains | - | Sec | | - | - - Km: 0+000 |
| 386722.216 River Train | 3769569.318 type | 89.92 Rail track: | Direction: Number o | trains | - | Sec Length per | | - | |
| River Train Coord | type | Rail track: | Direction: Number of day | trains | | Length per | | | |
| Train | type | | Number o | | Speed | Length per | | | |
| Coord | | 0 | day | | Speed | | | | |
| | linates of track axis | 0 | | night | | | | Emiss | ion level |
| | linates of track axis | 0 | | | | train | Max | day | night |
| | linates of track axis | 0 | | | km/h | m | | dB(A) | dB(A) |
| | linates of track axis | | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| | | | Track | Cu | ırve | Multiple | | Cori | rected |
| ^ | Υ | Z | type | | dius | reflection | | | ion level |
| | ' | _ | [dB] | | dB] | [dB] | ĭ | | 1 |
| 386715.203 | 3769579.068 | 89.92 | [ub] - | | נטג | լսեյ | | day | night |
| 386689.207 | 3769634.305 | 90.24 | - | | - | - | | - | _ |
| | | Rail track: | Direction: | | | | tion: 74 | | Km: 0+000 |
| River | | Rall llack. | | | | | | | |
| Train | type | | Number of | trains | Speed | Length per | | Emiss | ion level |
| | | | day | night | | train | Max | day | night |
| | | | | | km/h | m | | dB(A) | dB(A) |
| | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| Coord | linates of track axis | | Track | Cı | ırve | Multiple | | Cori | rected |
| X | Υ | Z | type | rad | dius | reflection | s | Emiss | ion level |
| | | | * * | | | | | | night |
| 386530 098 | 3769706 166 | 89 92 | | | - | | | | |
| | | | _ | | | - | | - | _ |
| | | | Direction: | | | Sec | tion: 75 | | Km: 0+000 |
| | | air traon. | | troice | Cnass | | | | |
| irain | туре | | | | Speed | | | | 1 |
| | | | day | night | | | Max | • | night |
| | | | | | | m | | . , | dB(A) |
| | | 0 | | | 32 | | yes | 62.0 | - |
| | | | Track | Cı | ırve | Multiple | | Cori | rected |
| X | Υ | Z | type | rac | dius | reflection | s | Emiss | ion level |
| | | | | ſc | dB] | [dB] | | day | night |
| 386491.286 | 3769703.728 | 89.92 | - [] | | | | | - | - |
| 386530.098 | 3769706.166 | | - | | - | - | | - | - |
| 333 | Coord X 886530.098 886630.738 iver Train Coord X | Coordinates of track axis X | Train type Coordinates of track axis X | Train type | Number of trains day night | Number of trains day night Number of trains day Num | Number of trains Speed Length per train km/h m | Number of trains day night Number of trains Number of trains | Number of trains day night Speed Length per train Max day dB(A) |

| ThroatExit_S_W | of River | R | ail track: | Direction: | | | Sec | tion: 76 | | Km: 0+000 |
|----------------|-------------------|-----------------------|------------|------------|-----------|-------|------------|----------|-------|-----------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | : | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386530.357 | 3769701.484 | 89.92 | - | | - | - | | - | - |
| 0+037 | 386493.600 | 3769699.206 | 89.92 | - | | - | - | | - | - |
| ThroatExit_S_W | / of River | R | ail track: | Direction: | | | Sec | tion: 77 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | |
| Track | Coord | linates of track axis | | Track | Cı | ırve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386721.464 | 3769547.605 | 89.92 | - | | - | - | | - | - |
| 0+032 | 386715.197 | 3769579.095 | 89.92 | - | | - | - | | - | - |
| ΓhroatExit_S_W | of River | R | ail track: | Direction: | | | Sec | tion: 78 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 0 | 32 | 203 | yes | 64.5 | - |
| Track | | linates of track axis | | Track | Cı | ırve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386689.207 | 3769634.305 | 90.24 | - | | - | - | | - | - |
| 0+038 | 386663.062 | 3769662.269 | 90.04 | - | | - | - | | - | - |
| Vest of NW Me | rge with SBL/Amti | | ail track: | Direction: | | | | tion: 79 | | Km: 0+237 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 | 10 | 32 | 151 | yes | 66.0 | 61.7 |
| | | | 0 | 10 | 0 | 32 | 203 | _ | 59.9 | - |
| Track | | linates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | IS | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | _ | day | night |
| 0+237 | 386606.048 | 3769737.832 | 90.09 | - | | - | - | - 1 | - | - |
| 0+323 | 386520.669 | 3769727.961 | 89.92 | - | | - | _ | - 1 | _ | _ |

| LAUS_12 | | Ra | ail track: | Direction: | | | Sec | tion: 1 | | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|------------|-----------|------------|------------|---------|---------------|---------------|
| | Train t | ype | | Number o | f trains | Speed | Length per | | Emissi | on level |
| | · | | | day | night | · · | train | Max | day | night |
| | | | | | · | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 5 | 3 0 | 16 16 | 151 203 | - | 64.0 59.2 | 59.3 |
| Track | Coordi | nates of track axis | | Track | Cı | ırve | Multiple | | | ected |
| Station | X | Υ | Z | type | rad | dius | reflection | | Emissi | on level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+457 | 386177.817 386093.644 | 3769354.950 3768905.678 | 91.92 93.38 | - | | - | - | | - | - |
| LAUS_12 | | | ail track: | Direction: | | | Sec | tion: 2 | | Km: 0+000 |
| | Train t | vpe | | Number o | f trains | Speed | Length per | | Emissi | on level |
| | |) F - | | day | night | | train | Max | day | night |
| | | | | , | Ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 16 | 151 | - | 64.0 | 59.3 |
| | | | 0 | 5 | 0 | 16 | 203 | - | 59.2 | - |
| Track | | nates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | dius | reflection | S | | on level |
| km | 000477.047 | 0700054 050 | 04.00 | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+457 | 386177.817 386104.970 | 3769354.950 3768904.234 | 91.92 93.32 | - | | - | - | | - | |
| _AUS_12 | 380104.970 | | ail track: | Direction: | | - | Sec | tion: 3 | - | Km: 0+000 |
| _A00_12 | Train t | | all track. | Number of | of trains | Speed | Length per | - | Emicei | on level |
| | Hallit | ype | | day | night | Speed | train | Max | day | night |
| | | | | uay | riigrit | km/h | m | IVIAX | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 16 | 151 | - | 64.0 | 59.3 |
| | | | Ö | 5 | 0 | 16 | 203 | - | 59.2 | - |
| Track | Coordi | nates of track axis | | Track | Cı | ırve | Multiple | | Corr | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | s | Emissi | on level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | - | | - | - | | - | - |
| 0+483 | 386072.904 | 3768910.668 | 93.58 | - | | - | - | | - | - |
| _AUS_12 | | | ail track: | Direction: | | T | | tion: 4 | | Km: 0+000 |
| | Train t | ype | | Number | | Speed | Length per | | | on level |
| | | | | day | night | Luca (la | train | Max | day | night |
| | | | 0 | 15 | 3 | km/h 16 | m 151 | - | dB(A) 64.0 | dB(A) 59.3 |
| | | | 0 | 5 | 0 | 16 | 203 | | 59.2 | 39.3 |
| Track | Coordi | nates of track axis | , | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | | | on level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | - | | - | _ | | - | - |
| 0+483 | 386062.371 | 3768915.046 | 93.73 | - | | - | - | | - | - |
| _AUS12_futurel | | | ail track: | Direction: | | | | tion: 5 | | Km: 0+000 |
| | Train t | ype | | Number | | Speed | Length per | | | on level |
| | | | | day | night | 1// | train | Max | day | night |
| | | | 0 | 15 | 3 | km/h 16 | m 151 | | dB(A) 64.0 | dB(A) 59.3 |
| | | | 0 | 5 | 0 | 16 | 203 | | 59.2 | 39.3 |
| | | | 0 | 32 | 5 | 16 | 175 | _ | 49.3 | 43.5 |
| Track | Coordi | nates of track axis | | Track | | ırve | Multiple | | | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | - 2 | Emissi | on level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| | 386056.081 | 3768911.282 | 93.66 | | | - | - | | _ | - |
| 0+000 0+398 | 386134.905 | 3769300.687 | 91.92 | | | | | | | |

| LAUS_12 | | F | Rail track: | Direction: | | | Sec | tion: 6 | | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|------------|----------|------------|------------|---------------|---------------|---------------|
| | Train | type | | Number of | f trains | Speed | Length per | | Emissi | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 5 | 3 0 | 16 16 | 151 203 | - | 64.0 59.2 | 59.3 |
| Track | Coord | inates of track axis | | Track | Curve | Э | Multiple | | Corr | ected |
| Station | X | Υ | Z | type | radius | s | reflection | ıs | Emissi | ion level |
| km | | | 21.22 | [dB] | [dB] | | [dB] | | day | night |
| 0+000 0+481 | 386178.406 386077.284 | 3769381.047 3768910.870 | 91.92 89.57 | - | | | - | | - | - |
| LAUS_12 | | | Rail track: | Direction: | | | Sec | tion: 7 | | Km: 0+000 |
| | Train | type | | Number of | trains | Speed | Length per | | Emissi | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | 0 | 15 | 3 | km/h 16 | m 151 | - 1 | dB(A) 64.0 | dB(A) 59.3 |
| | | | 0 | 15 5 | 0 | 16 | 203 | - | 59.2 | 59.3 |
| Track | Coord | inates of track axis | | Track | Curve | | Multiple | | | ected |
| Station | X | Y | Z | type | radius | S | reflection | IS | | ion level |
| km | 206470 400 | 2760204 047 | 04.00 | [dB] | [dB] | | [dB] | \rightarrow | day | night |
| 0+000 0+483 | 386178.406 386088.708 | 3769381.047 3768906.239 | 91.92 89.41 | - | - | | - | | - | |
| Throat6 | | | Rail track: | Direction: | | | Sec | tion: 8 | | Km: 0+000 |
| | Train | type | | Number of | trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 9 | 7 0 | 32 32 | 151 203 | - | 64.3 59.5 | 60.0 |
| Track | Coord | linates of track axis | | Track | Curve | | Multiple | | | ected |
| Station | X | Υ | Z | type | radius | s | reflection | ıs | Emissi | ion level |
| km | 200240.075 | 0700470 544 | 00.00 | [dB] | [dB] | | [dB] | | day | night |
| 0+000 0+427 | 386218.875 386528.833 | 3769479.511 3769712.436 | 89.92 89.92 | - | | | - | | - | - |
| Throat6 | | | Rail track: | Direction: | | | Sec | tion: 9 | | Km: 0+000 |
| | Train | type | | Number of | trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | 0 | 00 | 7 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 9 | 7 0 | 32 32 | 151 203 | - | 64.3 59.5 | 60.0 |
| Track | Coord | inates of track axis | | Track | Curve | e | Multiple | | | ected |
| Station | X | Υ | Z | type | radius | | reflection | ıs | Emissi | ion level |
| km | 206040 740 | 2760470 545 | 00.00 | [dB] | [dB] | | [dB] | | day | night |
| 0+000 0+094 | 386218.718 386178.905 | 3769479.515 3769394.567 | 89.92 91.92 | - | - | | - | | - | - |
| Throat6 | | | Rail track: | Direction: | | | Sec | tion: 10 |) | Km: 0+000 |
| | Train | type | | Number of | trains | Speed | Length per | | Emissi | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | 20 | 7 | km/h | m 151 | | dB(A) | dB(A) |
| | | | 0 | 30 9 | 7 | 32 32 | 151 203 | | 64.3 59.5 | 60.0 |
| | | | ő | 64 | 10 | 32 | 175 | | 55.0 | 49.2 |
| Track | | linates of track axis | | Track | Curve | | Multiple | | | ected |
| Station | X | Υ | Z | type | radius | | reflection | IS | | ion level |
| 0+000 | 386174.760 | 3769396.376 | 89.92 | [dB] | [dB] | | [dB] | - | day - | night |
| UT-000 | | | | | <u> </u> | | _ | | | - |
| 0+532 | 386527.929 | 3769722.157 | 89.92 | | - | | - | | - | - |

| | | F | Rail track: | Direction: | | | Sec | tion: 1 | 1 | Km: 0+000 |
|--|--|---|--|---|--|--|---|--------------------------------|---|---|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | • | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 9 | 7 0 | 32 32 | 151 203 | - | 64.3 59.5 | 60.0 |
| Track | Coord | linates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | x | Υ | Z | type | rac | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | ſc | dB] | [dB] | | day | night |
| 0+000 0+526 | 386174.793 386528.159 | 3769396.361 3769717.272 | 89.92 89.92 | - | | - | - | | - | - |
| oop1 | 00002000 | | Rail track: | Direction: | | | Sec | tion: 1 | 2 | Km: 0+000 |
| | Train | | | Number | of trains | Speed | Length per | | | ion level |
| | TIAIT | турс | | day | night | Орсси | train | Max | day | night |
| | | | | uay | riigiti | km/h | m | IVIAA | dB(A) | dB(A) |
| | | | 0 | 60 | 0 | 32 | 151 | _ | 67.3 | - ub(A) |
| Track | Coord | linates of track axis | Ü | Track | | urve | Multiple | | | rected |
| Station | X | Y | z | type | | dius | reflection | | | ion level |
| km | ^` | · | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386626.714 | 3768836.135 | 84.15 | - [GD] | | - | - [uD] | | - uay | - Iligin |
| 0+754 | 386721.490 | 3769547.532 | 89.92 | <u>-</u> | | - | - | | - | - |
| E_4trk | | F | Rail track: | Direction: | | | Sec | tion: 1 | 3 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | 21 | | day | night | | train | Max | day | night |
| | | | | aay | g | km/h | m | 111007 | dB(A) | dB(A) |
| | | | 0 | 45 | 10 | 32 | 151 | - | 66.0 | 61.7 |
| | | | 0 | 14 | 0 | 32 | 203 | - | 61.3 | - |
| Track | Coord | linates of track axis | | Track | Cu | ırve | Multiple | : | Cor | rected |
| | | ., | 7 | | | alia | | _ | Emico | ion level |
| Station | X | Υ | Z | type | rac | alus | reflection | is | LIIIISS | ion ievei |
| Station km | X | | Z | type [dB] | | dius dB] | reflection [dB] | is | day | night |
| km 0+000 | 386528.833 | 3769712.436 | 89.92 | [dB] | [c | dB] - | [dB] - | is | day - | 1 |
| km 0+000 0+107 | 386528.833 386635.696 | 3769712.436 3769718.031 | 89.92 91.31 | [dB] - - | [c | dB] | [dB] - - | | day - - | night - - |
| km 0+000 0+107 | 386528.833 386635.696 BL, 20% Metrolink I | 3769712.436 3769718.031 | 89.92 | [dB] | [c | dB] - - | [dB] - - Sec | tion: 1 | day - - - 4 | night - - - Km: 0+000 |
| km 0+000 0+107 | 386528.833 386635.696 | 3769712.436 3769718.031 | 89.92 91.31 | [dB] | of trains | dB] - | [dB] Sec | tion: 1 | day - - 4 Emiss | night Km: 0+000 |
| km 0+000 0+107 | 386528.833 386635.696 BL, 20% Metrolink I | 3769712.436 3769718.031 | 89.92 91.31 | [dB] | [c | dB] | [dB] Sec Length per | tion: 1 | day 4 Emiss day | right Km: 0+000 cion level night |
| km 0+000 0+107 | 386528.833 386635.696 BL, 20% Metrolink I | 3769712.436 3769718.031 | 89.92 91.31 | [dB] Direction: Number day | of trains night | Speed km/h | [dB] Sec Length per train m | tion: 1 | day 4 Emiss day dB(A) | right Km: 0+000 ion level night dB(A) |
| km 0+000 0+107 | 386528.833 386635.696 BL, 20% Metrolink I Train | 3769712.436 3769718.031 N F | 89.92 91.31 Rail track: | [dB] | of trains night | dB] | [dB] Sec Length per train m 151 | tion: 1 Max | day | right Km: 0+000 cion level night |
| km 0+000 0+107 mtrakEast, SI | 386528.833 386635.696 BL, 20% Metrolink I Train | 3769712.436 3769718.031 | 89.92 91.31 Rail track: | Direction: Number day 180 Track | of trains night 40 | Speed km/h 32 | [dB] Sec Length per train m | tion: 1 | day 4 Emiss day dB(A) 72.0 Cor | night Km: 0+000 ion level night dB(A) 67.7 rected |
| km 0+000 0+107 mtrakEast, Si | 386528.833 386635.696 BL, 20% Metrolink I Train | 3769712.436 3769718.031 N F type | 89.92 91.31 Rail track: | Direction: Number day 180 Track type | of trains night 40 Cu | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection | tion: 1 | day 4 Emiss day dB(A) 72.0 Cor Emiss | night - Km: 0+000 ion level night dB(A) 67.7 rected ion level |
| km 0+000 0+107 mtrakEast, Si Track Station km | 386528.833 386635.696 BL, 20% Metrolink I Train Coord | 3769712.436 3769718.031 N F type | 89.92 91.31 Rail track: | Direction: Number day 180 Track | of trains night 40 Cu | Speed km/h 32 | [dB] Sec Length per train m 151 Multiple | tion: 1 | day 4 Emiss day dB(A) 72.0 Cor | night Km: 0+000 ion level night dB(A) 67.7 rected |
| km 0+000 0+107 mtrakEast, Si | 386528.833 386635.696 BL, 20% Metrolink I Train | 3769712.436 3769718.031 N F type | 89.92 91.31 Rail track: | Direction: Number day 180 Track type | of trains night 40 Cu | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection | tion: 1 | day 4 Emiss day dB(A) 72.0 Cor Emiss | night - Km: 0+000 ion level night dB(A) 67.7 rected ion level |
| mtrakEast, Some Station km 0+000 0+309 | 386528.833 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 | 3769712.436 3769718.031 N type | 89.92 91.31 Rail track: | Direction: Number day 180 Track type | of trains night 40 Cu | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection [dB] | tion: 1 | day | night Km: 0+000 ion level night dB(A) 67.7 rected ion level night |
| km 0+000 0+107 mtrakEast, Si Track Station km 0+000 0+309 | 386528.833 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 | 3769712.436 3769718.031 N F type linates of track axis Y 3769725.686 3769750.728 | 89.92 91.31 Rail track: 0 Z 89.92 91.91 | [dB] - Direction: Number day 180 Track type [dB] | of trains night 40 Cu rac | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection [dB] | Max - ns | day 4 Emiss day dB(A) 72.0 Cor Emiss day | night Km: 0+000 ion level night dB(A) 67.7 rected ion level night |
| km 0+000 0+107 mtrakEast, Si Track Station km 0+000 | 386528.833 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 | 3769712.436 3769718.031 N F type linates of track axis Y 3769725.686 3769750.728 | 89.92 91.31 Rail track: 0 Z 89.92 91.91 | [dB] Direction: Number day 180 Track type [dB] Direction: | of trains night 40 Cu rac | Speed km/h 32 arve dius dB] | [dB] - Sec Length per train m 151 Multiple reflectior [dB] - Sec Length per train | Max - ns | day | night |
| km 0+000 0+107 mtrakEast, Si Track Station km 0+000 0+309 iverside | 386528.833 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 Train | 3769712.436 3769718.031 N F type | 89.92 91.31 Rail track: 0 Z 89.92 91.91 | [dB] - Direction: Number day 180 Track type [dB] - Direction: Number day | of trains night 40 Cu rac [cu | Speed km/h 32 urve dius dB] | [dB] | Max - stion: 1 | day 4 Emiss day dB(A) 72.0 Cor Emiss day 5 Emiss day dB(A) | night Km: 0+000 ion level night dB(A) 67.7 rected ion level night - Km: 0+000 ion level night dB(A) |
| km 0+000 0+107 mtrakEast, Si Track Station km 0+000 0+309 iiverside | 386528.833 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 Train | 3769712.436 3769718.031 N F type linates of track axis Y 3769725.686 3769750.728 F type | 89.92 91.31 Rail track: 0 Z 89.92 91.91 Rail track: | [dB] - Direction: Number day 180 Track type [dB] - Direction: Number day Track | of trains night 40 Cu rac [c] of trains night | Speed km/h 32 urve dius dB] Speed km/h urve | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m Multiple | Max - stion: 1 Max - Max - Max | day 4 Emiss day dB(A) 72.0 Cor Emiss day 5 Emiss day dB(A) Cor | night Km: 0+000 sion level night dB(A) 67.7 rected sion level night Km: 0+000 sion level night dB(A) |
| tm 0+000 0+107 mtrakEast, Solution km 0+000 0+309 tiverside Track Station | 386528.833 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 Train | 3769712.436 3769718.031 N F type | 89.92 91.31 Rail track: 0 Z 89.92 91.91 | [dB] - Direction: Number day 180 Track type [dB] Direction: Number day Track type | of trains night 40 Cu rac [c] of trains night | Speed km/h 32 urve dius dB] Speed km/h vrve dius | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m Multiple reflection | Max - stion: 1 Max - Max - Max | day | night Km: 0+000 iion level night dB(A) 67.7 rected iion level night Km: 0+000 iion level night dB(A) 7- Fected iion level night dB(A) rected |
| km 0+000 0+107 mtrakEast, Si Track Station km 0+000 0+309 iiverside | 386528.833 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 Train | 3769712.436 3769718.031 N F type linates of track axis Y 3769725.686 3769750.728 F type | 89.92 91.31 Rail track: 0 Z 89.92 91.91 Rail track: | [dB] - Direction: Number day 180 Track type [dB] - Direction: Number day Track | of trains night 40 Cu rac [c] of trains night | Speed km/h 32 urve dius dB] Speed km/h urve | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m Multiple | Max - stion: 1 Max - Max - Max | day 4 Emiss day dB(A) 72.0 Cor Emiss day 5 Emiss day dB(A) Cor | night Km: 0+000 ion level night dB(A) 67.7 rected ion level night Km: 0+000 ion level night dB(A) |

SoundPLAN 8.0

| | | | Rail track: | Direction: | | | Sec | tion: 1 | 6 | Km: 0+000 |
|------------------|--------------------------|----------------------------|----------------|------------|-----------|---------------|------------|-----------|---------------|-----------------|
| | Train t | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | - 1 | 55.0 | 49.2 |
| Track | Coord | linates of track axis | | Track | | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | | Emiss | ion level |
| km | ,, | | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386592.696 | 3769724.249 | 89.92 | - [GD] | - 1 | - | [GD] | | - uay | - Ingrit |
| 0+595 | 386894.000 | 3770187.092 | 91.44 | _ | | _ | _ | | - | |
| South5_noHSR | 300034.000 | | Rail track: | Direction: | | | | tion: 1 | | Km: 0+000 |
| odulo_noner | Train t | | tan traok. | Number | of trains | Speed | Length per | | | ion level |
| | Halli | type | | | | Speed | | | | |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - | 69.0 | 63.8 |
| | | | 0 | 30 | 14 | 32 | 203 | - | 64.5 | 63.4 |
| Track | 1 | linates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386460.712 | 3767860.643 | 79.58 | | | - | - | | - | - |
| 0+290 | 386417.138 | 3768147.017 | 80.77 | = | | - | - | | - | - |
| oop2 | | F | Rail track: | Direction: | _ | | Sec | tion: 1 | 8 | Km: 0+000 |
| | Train t | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | 51 - | | day | night | 1 | train | Max | day | night |
| | | | | day | riigiit | km/h | | IVIAA | dB(A) | _ |
| | | | 0 | 30 | 0 | 32 | m 203 | - 1 | 64.5 | dB(A) |
| Tuesda | Casud | lington of two all puid | U | | | | | | | - |
| Track | | linates of track axis | _ | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | is | Emiss | ion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 | 386630.738 | 3769696.557 | 90.55 | - | | - | - | | - | - |
| 0+037 | 386663.231 | 3769678.137 | 90.50 | <u> </u> | | - | - | | - | - |
| South5_noHSR | | F | Rail track: | Direction: | | | Sec | tion: 1 | 9 | Km: 0+000 |
| | Train t | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - 1 | 69.0 | 63.8 |
| | | | ő | 30 | 14 | 32 | 203 | - | 64.5 | 63.4 |
| Track | Coord | linates of track axis | | Track | | urve | Multiple | | | rected |
| Station | x | Y | Z | type | | dius | reflection | | | ion level |
| | ^ | , | _ | [dB] | | | [dB] | · | | 1 |
| km | 386456.132 | 3767859.838 | 70.04 | [uB] | [(| dB] | [aB] | | day | night |
| 0+000 0+177 | 386456.132 386425.543 | 3767859.838 3768034.133 | 79.84 80.77 | - | | - | - | | - | - |
| | 300423.343 | | | Direction | | | - 0 | tion: 0 | <u>-</u> | Km: 0+000 |
| South5_noHSR | | | Rail track: | Direction: | | Т . | | tion: 2 | | |
| | Train t | type | | Number | | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - 1 | 69.0 | 63.8 |
| | | | 0 | 30 | 14 | 32 | 203 | <u></u> _ | 64.5 | 63.4 |
| | | linates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Track | Coord | inacoo or tracit axio | | type | ra | dius | reflection | | Emiss | ion level |
| Track Station | Coord X | Y | Z | | | | | | | 1 |
| Station | 1 | 1 | Z | | I c | dBI L | IdRI | | day | niaht |
| Station km | X | Y | | [dB] | [0 | dB] | [dB] - | | day - | night |
| Station | 1 | 1 | 80.77 80.77 | | [0 | dB] - - | [dB] | | day - - | night - - |

| Throa6 | | F | Rail track: | Direction: | | | Sec | ction: 2 | 1 | Km: 0+000 |
|------------------|--------------------------|----------------------------|-------------|-------------|-----------|----------|------------|------------|--------------|---------------------|
| | Train t | type | | Number | of trains | Speed | Length per | .] | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 7 | 32 | 151 | - | 64.3 | 60.0 |
| | | | 0 | 9 | 0 | 32 | 203 | - | 59.5 | - |
| Tuesda | 0 | | 0 | 64 Track | 10 | 32 | 175 | - | 55.0 | 49.2 |
| Track Station | 1 | inates of track axis | 7 | Track | | urve | Multiple | | | rected ion level |
| | X | Y | Z | type | | dius | reflection | ns | | 1 |
| km | 200470.005 | 2700204 507 | 91.92 | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+104 | 386178.905 386134.905 | 3769394.567 3769300.687 | 91.92 | - | | - | - | | - | _ |
| Throat6 | 000104.000 | | Rail track: | Direction: | | | Sec | ction: 2 | 2 | Km: 0+000 |
| | Train t | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | , | J | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 7 | 32 | 151 | - | 64.3 | 60.0 |
| | | | 0 | 9 | 0 | 32 | 203 | - | 59.5 | - |
| | | | 0 | 64 | 10 | 32 | 175 | - | 55.0 | 49.2 |
| Track | Coord | inates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 | 386174.760 | 3769396.376 | 89.92 | - | | - | - | | - | - |
| 0+152 | 386110.318 | 3769258.991 | 91.92 | · · | | - | - | | | - |
| Throat6 | | | Rail track: | Direction: | | | | tion: 2 | | Km: 0+000 |
| | Train t | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 7 | 32 | 151 | - | 64.3 | 60.0 |
| | | | 0 | 9 | 0 | 32 | 203 | L - | 59.5 | - |
| Track | | inates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 | 386207.420 | 3769444.399 | 89.92 | - | | - | - | | - | |
| 0+420 | 386491.280 | 3769703.788 | 89.92 | | | - | - | | - | - |
| Throat6 | | | Rail track: | Direction: | | | | ction: 2 | | Km: 0+000 |
| | Train t | type | | Number | I. | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 9 | 7 0 | 32 32 | 151 203 | | 64.3 59.5 | 60.0 |
| Track | Coord | inates of track axis | U | Track | | urve | Multiple | , <u> </u> | | rected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | ^ | 1 | _ | [dB] | | dB] | [dB] | 10 | day | night |
| 0+000 | 386207.338 | 3769444.437 | 89.92 | [ubj - | | - | [ub] | | uay - | - Ingrit |
| 0+070 | 386178.406 | 3769381.047 | 91.92 | | | _ | - | | - | _ |
| LAUS 12 | | | Rail track: | Direction: | | | Sec | ction: 2 | 5 | Km: 0+000 |
| | Train t | | | | of trains | Speed | Length per | | | ion level |
| | Train | 7.5 | | day | night | - Opeca | train | Max | day | night |
| | | | | auy | riigiit | km/h | m | IVIUA | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 16 | 151 | | 64.0 | 59.3 |
| | | | 0 | 5 | 0 | 16 | 203 | | 59.2 | - |
| Track | Coord | inates of track axis | Ť | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | | | ion level |
| km | 1 | | | [dB] | | dB] | [dB] | | day | night |
| | | 3769354.950 | 91.92 | [ub] | | <u>-</u> | [uD] | | - | - Ingrit |
| 0+000 | 3861//.81/ | 3/09334.930 | 91.9/ | - | | - | | | | |
| 0+000 0+075 | 386177.817 386203.614 | 3769425.526 | 89.92 | | | - | - | | | |

| LAUS_12 | | F | Rail track: | Direction: | | | Sec | tion: 26 | 6 | Km: 0+000 |
|------------------|------------|--------------------------|-------------|--------------------------------|----------------------|------------------------|---|--------------------|---|----------------------------------|
| | Train t | ype | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 16 | 151 | - | 64.0 | 59.3 |
| Teach | 0 | inatas af tuani, avia | 0 | 5 Tra els | 0 | 16 | 203 Multiple | - | 59.2 | rected |
| Track | | inates of track axis | 7 | Track | | irve | • | | | |
| Station | X | Y | Z | type | | dius | reflection | is | | ion level |
| 0+000 | 386203.614 | 3769425.526 | 89.92 | [dB] - | | IB] | [dB] | | day - | night |
| 0+000 | 386109.172 | 3768903.494 | 93.32 | - | | - | - | | _ | _ |
| LAUS_12 | | | Rail track: | Direction: | | | Sec | tion: 27 | • | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | 71- | | day | night | | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 16 | 151 | - 1 | 64.0 | 59.3 |
| | | | 0 | 5 | 0 | 16 | 203 | - | 59.2 | - |
| Track | | inates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | | IB] | [dB] | | day | night |
| 0+000 | 386203.614 | 3769425.526 | 89.92 | - | | - | - | | - | - |
| 0+532 | 386121.048 | 3768901.251 | 93.10 | - Discotions | | - | - | 41a.a. 00 | - | Km: 0+000 |
| LAUS12 | Toolin (| | Rail track: | Direction: | f too be a | 0 | | tion: 28 | | |
| | Train t | ype | | Number | | Speed | Length per | l I | | ion level |
| | | | | day | night | lone /le | train | Max | day | night |
| | | | 0 | 15 | 3 | km/h 16 | m 151 | - | dB(A) 64.0 | dB(A) 59.3 |
| | | | 0 | 5 | 0 | 16 | 203 | - 1 | 59.2 | 39.3 |
| | | | o o | 32 | 5 | 16 | 175 | - | 49.3 | 43.5 |
| Track | Coordi | inates of track axis | | Track | Cı | irve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rad | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [0 | IB] | [dB] | | day | night |
| 0+000 | 386044.035 | 3768914.069 | 93.78 | - | | - | - | | - | - |
| 0+399 | 386134.905 | 3769300.687 | 91.92 | - | | - | - | | - | - |
| | | F | Rail track: | Direction: | | | _ | tion: 29 | | Km: 0+000 |
| LAUS12 | | | | | | | | | Fmice | ion level |
| LAUSTZ | Train t | | | Number | of trains | Speed | Length per | | LIIII | |
| LAUSTZ | Train t | | | Number o | of trains night | · | train | Max | day | night |
| LAUSTZ | Train t | | | day | night | km/h | train m | Max | day dB(A) | dB(A) |
| LAUS12 | Train t | | 0 | day 15 | night 3 | km/h 16 | train m | Max - | day dB(A) 64.0 | dB(A) 59.3 |
| LAUSIZ | Train t | | 0 | 15 5 | night 3 0 | km/h 16 16 | train m 151 203 | Max | day dB(A) 64.0 59.2 | dB(A) 59.3 |
| | | ype | | 15 5 32 | night 3 0 5 | km/h 16 16 16 | train m 151 203 175 | Max - - | day dB(A) 64.0 59.2 49.3 | dB(A) 59.3 - 43.5 |
| Track | | | 0 | day 15 5 32 Track | 3 0 5 | km/h 16 16 | train m 151 203 | Max - - - | day dB(A) 64.0 59.2 49.3 | dB(A) 59.3 - 43.5 rected |
| | Coordi | ype inates of track axis | 0 0 | 15 5 32 Track type | night 3 0 5 Cu | km/h 16 16 16 16 tirve | train m 151 203 175 Multiple reflection | Max - - - | day dB(A) 64.0 59.2 49.3 Corr Emiss | dB(A) 59.3 43.5 rected ion level |
| Track Station | Coordi | ype inates of track axis | 0 0 | day 15 5 32 Track | night 3 0 5 Cu | km/h 16 16 16 | train m 151 203 175 Multiple | Max - - - | day dB(A) 64.0 59.2 49.3 | dB(A) 59.3 - 43.5 rected |

| | 12/6/2018 |
|--|-----------|
| | |
| | |

| X 86110.318 86026.567 Train Coord X 86006.651 85999.210 | dinates of track axis Y 3769258.991 3768912.709 type dinates of track axis Y 3768862.937 3769650.932 type | 0 0 0 2 91.92 93.81 Rail track: Z 91.29 88.37 Rail track: | Number of day 15 5 32 Track type [dB] Direction: Number of day Track type [dB] Direction: Number of day | night 3 0 5 Cu rac [a f trains night Cu rac [a | Speed km/h 16 16 16 16 Urve dius dB] Speed km/h urve dius dB] | Length per train m 151 203 175 Multiple reflection [dB] - Sec Length per train m Multiple reflection [dB] - [dB] | Max s s Max | day dB(A) 64.0 59.2 49.3 Corr Emissi day Emissi day dB(A) Corr | ion level night dB(A) 59.3 - 43.5 rected ion level night - Km: 0+000 ion level night dB(A) rected ion level night night |
|--|--|---|--|--|---|--|--|--|---|
| X 86110.318 86026.567 Train Coord X 86006.651 85999.210 | Y 3769258.991 3768912.709 type dinates of track axis Y 3768862.937 3769650.932 type | 91.92 93.81 Rail track: Z 91.29 88.37 | 15 5 32 Track type [dB] Direction: Number of day Track type [dB] Direction: | 3 0 5 Cu rac [d | 16 16 16 16 16 16 16 16 16 16 16 16 16 1 | m 151 203 175 Multiple reflection [dB] - Sec Length per train m Multiple reflection [dB] | s s Max | dB(A) 64.0 59.2 49.3 Corr Emissi day Emissi day dB(A) Corr Emissi | dB(A) 59.3 43.5 rected ion level night - Km: 0+000 ion level night dB(A) rected ion level |
| X 86110.318 86026.567 Train Coord X 86006.651 85999.210 | Y 3769258.991 3768912.709 type dinates of track axis Y 3768862.937 3769650.932 type | 91.92 93.81 Rail track: Z 91.29 88.37 | 5 32 Track type [dB] Direction: Number of day Track type [dB] Direction: | f trains night | 16 16 16 16 16 16 16 16 16 16 16 16 16 1 | 151 203 175 Multiple reflection [dB] Sec Length per train m Multiple reflection [dB] | s s ttion: 31 | 64.0 59.2 49.3 Corr Emissi day - - - Emissi day dB(A) | 59.3 - 43.5 rected ion level night - Km: 0+000 ion level night dB(A) rected ion level |
| X 86110.318 86026.567 Train Coord X 86006.651 85999.210 | Y 3769258.991 3768912.709 type dinates of track axis Y 3768862.937 3769650.932 type | 91.92 93.81 Rail track: Z 91.29 88.37 | 5 32 Track type [dB] Direction: Number of day Track type [dB] Direction: | f trains night | 16 16 16 16 16 16 16 16 16 16 16 16 16 1 | 203 175 Multiple reflection [dB] - Sec Length per train m Multiple reflection [dB] | s s ttion: 31 | 59.2 49.3 Corr Emissi day - - - Emissi day dB(A) Corr Emissi | 43.5 rected ion level night - Km: 0+000 ion level night dB(A) rected ion level |
| X 86110.318 86026.567 Train Coord X 86006.651 85999.210 | Y 3769258.991 3768912.709 type dinates of track axis Y 3768862.937 3769650.932 type | 91.92 93.81 Rail track: Z 91.29 88.37 | 32 Track type [dB] - Direction: Number of day Track type [dB] - Direction: | f trains night | Speed km/h | 175 Multiple reflection [dB] Sec Length per train m Multiple reflection [dB] | s tion: 31 | 49.3 Corr Emissi day Emissi day dB(A) Corr Emissi | 43.5 rected ion level night - Km: 0+000 ion level night dB(A) rected ion level |
| X 86110.318 86026.567 Train Coord X 86006.651 85999.210 | Y 3769258.991 3768912.709 type dinates of track axis Y 3768862.937 3769650.932 type | Z 91.92 93.81 Rail track: Z 91.29 88.37 | Track type [dB] - Direction: Number of day Track type [dB] - Direction: | f trains night Cu | Speed km/h urve dius | Multiple reflection [dB] Sec Length per train m Multiple reflection [dB] | tion: 31 | Emissi day Emissi day dB(A) Corr | rected ion level night - Km: 0+000 ion level night dB(A) rected ion level |
| X 86110.318 86026.567 Train Coord X 86006.651 85999.210 | Y 3769258.991 3768912.709 type dinates of track axis Y 3768862.937 3769650.932 type | 91.92 93.81 Rail track: Z 91.29 88.37 | type [dB] - Direction: Number of day Track type [dB] - Direction: | f trains night Cu | dius dius diB] Speed km/h urve dius diB] | reflection [dB] Sec Length per train m Multiple reflection [dB] | tion: 31 | Emissi day - - Emissi day dB(A) Corr | ion level night Km: 0+000 ion level night dB(A) rected ion level |
| 86110.318 86026.567 Train Coord X 86006.651 85999.210 | 3769258.991 3768912.709 type dinates of track axis | 91.92 93.81 Rail track: Z 91.29 88.37 | [dB] Direction: Number of day Track type [dB] Direction: | f trains night Cu | Speed km/h urve dius dB] | [dB] | tion: 31 | Emissi day dB(A) Corr | night Km: 0+000 ion level night dB(A) rected ion level |
| Train Coorc X 86006.651 85999.210 Train | 3768912.709 type dinates of track axis | 93.81 Rail track: Z 91.29 88.37 | Direction: Number of day Track type [dB] - Direction: | f trains night Cu | Speed km/h | Sec Length per train m Multiple reflection [dB] | Max | Emissi day dB(A) Corr Emissi | Km: 0+000 ion level night dB(A) rected ion level |
| Train Coorc X 86006.651 85999.210 Train | 3768912.709 type dinates of track axis | 93.81 Rail track: Z 91.29 88.37 | Direction: Number of day Track type [dB] - Direction: | f trains night Cu | Speed km/h urve dius dB] | Length per train m Multiple reflection [dB] | Max | Emissi day dB(A) Corr Emissi | Km: 0+000 ion level night dB(A) rected ion level |
| Train Coorc X 86006.651 85999.210 Train Coorc | type dinates of track axis | Z 91.29 88.37 | Number of day Track type [dB] Direction: | f trains night Cu | Speed km/h urve dius dB] | Length per train m Multiple reflection [dB] | Max | Emissi day dB(A) Corr Emissi | ion level night dB(A) rected ion level |
| Coord X 86006.651 85999.210 Train | type dinates of track axis | Z 91.29 88.37 | Number of day Track type [dB] Direction: | night Cu | km/h urve dius dB] | Length per train m Multiple reflection [dB] | Max | Emissi day dB(A) Corr Emissi | night dB(A) |
| Coord X 86006.651 85999.210 Train | 3768862.937 3769650.932 type | 91.29 88.37 | day Track type [dB] Direction: | night Cu | km/h urve dius dB] | train m Multiple reflection [dB] | Max | day dB(A) Corr Emissi | night dB(A) rected ion level |
| X 86006.651 85999.210 Train | 3768862.937 3769650.932 type | 91.29 88.37 | Track type [dB] Direction: | Cu rad | urve dius dB] | m Multiple reflection [dB] | | dB(A) Corr | dB(A) rected ion level |
| X 86006.651 85999.210 Train | 3768862.937 3769650.932 type | 91.29 88.37 | type [dB] Direction: | Cu rad | urve dius dB] | Multiple reflection [dB] | | dB(A) Corr | dB(A) rected ion level |
| X 86006.651 85999.210 Train | 3768862.937 3769650.932 type | 91.29 88.37 | type [dB] Direction: | rac [c | urve dius dB] | Multiple reflection [dB] | | Corr Emissi | rected ion level |
| X 86006.651 85999.210 Train | 3768862.937 3769650.932 type | 91.29 88.37 | type [dB] Direction: | rac [c | dius dB] - | reflection [dB] | | Emissi | ion level |
| 86006.651 85999.210 Train | 3768862.937 3769650.932 type | 91.29 88.37 | [dB] Direction: | [0 | dB] | [dB] | <u> </u> | | 1 |
| 85999.210 Train | 3769650.932 F | 88.37 | Direction: | | - | | | uav | Hight |
| 85999.210 Train | 3769650.932 F | 88.37 | Direction: | | | | $\overline{}$ | - | _ |
| Train | type | | Direction: | | | - | - | | _ |
| Coord | type | rain traok. | | | | | tion: 32 | | Km: 0+000 |
| Coord | | | Number | f trains | Speed | Length per | | | ion level |
| | | | day | | Горсса | train | Max | | 1 |
| | | | day | night | lues /ls | | IVIAX | day | night |
| | | | - . | | km/h | m | - | dB(A) | dB(A) |
| X | dinates of track axis | | Track | | urve | Multiple | | | rected |
| | Y | Z | type | | dius | reflection | s | | ion level |
| | | | [dB] | | dB] | [dB] | | day | |
| 86001.861 | 3768863.845 | 89.92 | - | | - | - | | - | - |
| 85995.788 | 3769646.440 | 88.31 | - D: // | | - | - | ·· 00 | - | - |
| | | Rail track: | Direction: | | | | tion: 33 | | Km: 0+000 |
| Train | type | | Number c | | Speed | Length per | | | ion level |
| | | | day | night | | train | Max | day | night |
| | | | | | km/h | m | | dB(A) | dB(A) |
| | | 0 | 30 | 0 | 32 | 203 | - | 64.5 | - |
| | dinates of track axis | | Track | | urve | Multiple | | | rected |
| X | Υ | Z | type | rac | dius | reflection | s | Emiss | ion level |
| | | | [dB] | [0 | dB] | [dB] | | day | night |
| 86731.600 | | | - | | - | - | | - | - |
| 86722.218 | 3769569.313 | 89.92 | - | | - | - | | - | - |
| | F | Rail track: | Direction: | | | Sec | tion: 34 | | Km: 0+000 |
| Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | day | night | | train | Max | day | night |
| | | | | | km/h | m | | | dB(A) |
| | | 0 | 45 | 10 | 32 | 151 | - 1 | 66.0 | 61.7 |
| | | 0 | 14 | 0 | 32 | 203 | | 61.3 | - |
| Coord | dinates of track axis | | Track | Cı | | Multiple | | Corr | rected |
| Χ | Υ | Z | type | rac | dius | | | Emiss | ion level |
| | | | | | | | | day | night |
| | 2760722 457 | 89.92 | - | | - | | | - | - |
| 86527.929 | 3/03/22.13/ | | - | | - | - | | - | - |
| 8672 | Train Coord | 31.600 3769516.995 22.218 3769569.313 Train type Coordinates of track axis Y | 81.600 3769516.995 89.92 22.218 3769569.313 89.92 Rail track: Train type Coordinates of track axis Y Z 27.929 3769722.157 89.92 | [dB] [dB] | [dB] [dB] | [dB] [dB] [d | [dB] [dB] [dB] [dB] [dB] | IdB | [dB] [dB] [dB] day |

| | Train | type | | Number | | Speed | Length per | | | ion level |
|-----------------|--------------------------|----------------------------|-------------|-------------|-----------|----------|-----------------|----------|--------------|-----------|
| | | | | | | | | | | |
| | | | | day | night | | train | Max | day | night |
| | | | | | _ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 14 | 10 0 | 32 32 | 151 203 | - | 66.0 61.3 | 61.7 |
| Track | Coord | linates of track axis | 0 | Track | | urve | Multiple | - | | rected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | ^ | • | | [dB] | | dB1 | [dB] | 13 | day | night |
| 0+000 | 386528.159 | 3769717.272 | 89.92 | [UD] - | | <u>-</u> | [ub] - | | uay - | - Iligiit |
| 0+065 | 386592.696 | 3769724.249 | 89.92 | - | | - | - | | _ | - |
| lorth2 | | F | Rail track: | Direction: | | | Sec | tion: 36 | 6 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | - | 175 | - | 50.8 | 45.0 |
| Track | Coord | inates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | is | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386607.050 | 3769730.723 | 89.92 | - | | - | - | | - | - |
| 0+573 | 386889.616 | 3770188.510 | 91.44 | - | | - | - | . 0 | - | - |
| hroat6 | | | Rail track: | Direction: | | | | tion: 3 | | Km: 0+000 |
| | Train | type | | Number | | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 7 | 32 | 151 | yes | 64.3 | 60.0 |
| Trools | Coord | linates of track axis | 0 | 9 Track | 0 | urve 32 | 203 Multiple | - | 59.5 | rected |
| Track | | Y | 7 | | | | | | | |
| Station | X | Y | Z | type | | dius | reflection | is | | ion level |
| 0+000 | 386203.614 | 3769425.526 | 89.92 | [dB] | | dB] | [dB] | | day | night |
| hroat6 | 300203.014 | | Rail track: | Direction: | | | Sec | tion: 38 | 2 | Km: 0+22 |
| modio | Train | | taii traok. | Number | of trains | Speed | Length per | | | ion level |
| | Train | туре | | day | night | Speed | train | Max | day | night |
| | | | | uay | riigitt | km/h | | IVIAX | dB(A) | dB(A) |
| | | | 0 | 30 | 7 | 32 | m 151 | - | 64.3 | 60.0 |
| | | | 0 | 9 | 0 | 32 | 203 | - | 59.5 | - |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | | | ion level |
| km | | | | [dB] | | dB1 | [dB] | | day | night |
| 0+221 | 386300.889 | 3769623.792 | 89.92 | | | - | - | | - | - |
| 0+436 | 386493.600 | 3769699.206 | 89.92 | - | | - | - | | - | - |
| hroat6 plus Alt | | | Rail track: | Direction: | | | | tion: 39 | | Km: 0+000 |
| | Train | type | | Number | | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| | | | 0 0 | 9 | 0 7 | 32 32 | 203 | - | 59.5 | 60.0 |
| Track | Coord | linates of track axis | U | 30 Track | | urve 32 | 151 Multiple | - | 64.3 | 60.0 |
| Station | X | Y | Z | | | dius | reflection | | | ion level |
| | ^ | 1 | | type | | | | 13 | | 1 |
| km 0+000 | 386530 660 | 3760727 064 | 89.92 | [dB] | [0 | dB] | [dB] | | day | night |
| U+UU() | 386520.669 386143.202 | 3769727.961 3769324.760 | 91.33 | - | | | _ | | _ | _ |

| | | | Rail track: | Direction: | | | Sec | tion: 4 | 0 | Km: 0+000 |
|--|---|---|---|--|---|--|---|---------------------------------|--|--|
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | , | train | Мах | day | night |
| | | | | • | Ü | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | Coord | dinates of track axis | | Track | Cu | irve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | s | Emiss | ion level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+000 | 386779.890 | 3769877.260 | 91.44 | _ | | - 1 | - | | - | - |
| 0+237 | 386606.048 | 3769737.832 | 90.09 | <u>-</u> | | - | - | | - | - |
| HSR_2trk | | F | Rail track: | Direction: | | | Sec | tion: 4 | 1 | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | • | | day | night | i i | train | Мах | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| | | | 0 | 9 | 0 | 32 | 203 | ´- | 59.5 | _ |
| | | | 0 | 30 | 7 | 32 | 151 | - | 64.3 | 60.0 |
| Track | | dinates of track axis | | Track | | irve | Multiple | | Cor | rected |
| Station | X | Y | Z | type | rac | dius | reflection | s | Emiss | ion level |
| km | | | | [dB] | [0 | IB] | [dB] | | day | night |
| 0+000 | 386110.532 | 3769245.213 | 91.92 | - | | - | - | | - | - |
| 0+086 | 386143.202 | 3769324.760 | 91.33 | - | | - | - | | - | - |
| _oop2_Horn | | F | Rail track: | Direction: | | | Sec | tion: 4 | 2 | Km: 0+030 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | ^ | 20 | 0 | 32 | 203 | - 1 | 64.5 | - ' |
| | | | 0 | 30 | U | 32 | 203 | _ | 04.5 | |
| Track | Coord | dinates of track axis | U | Track | | irve | Multiple | | | rected |
| Track Station | Coord X | dinates of track axis | Z | · | Cu | • | | | Cor | rected sion level |
| | | 1 | - | Track | Cu | irve | Multiple | | Cor | |
| Station | X 386663.160 | Y 3769662.289 | - | Track type | Cu rac [d | irve dius | Multiple reflection | | Cor Emiss | ion level |
| Station km | X | Y 3769662.289 3769686.136 | Z 90.02 90.11 | Track type [dB] | Cu rad [d | irve dius IB] | Multiple reflection [dB] | | Cor Emiss day | night - |
| Station km 0+030 0+074 | X 386663.160 | Y 3769662.289 3769686.136 | Z 90.02 | Track type [dB] | Cu rad [d | dius B] | Multiple reflection [dB] | | Cor Emiss day - - | ion level |
| Station km 0+030 0+074 | X 386663.160 386625.852 | Y 3769662.289 3769686.136 | Z 90.02 90.11 | Track type [dB] - - | Cu rac [d | dius B] | Multiple reflection [dB] - - Sec | s tion: 4 | Cor Emiss day - - - | night - |
| Station km 0+030 0+074 | X 386663.160 386625.852 W of River w Horn | Y 3769662.289 3769686.136 | Z 90.02 90.11 | Track type [dB] - - Direction: | Cu rac [d | rrve dius B] - | Multiple reflection [dB] | s tion: 4 | Cor Emiss day - - - | ion level night - - Km: 0+000 |
| Station km 0+030 0+074 | X 386663.160 386625.852 W of River w Horn | Y 3769662.289 3769686.136 | Z 90.02 90.11 | Track type [dB] - Direction: | Cu rac [d | rrve dius B] - | Multiple reflection [dB] Sec | s tion: 4 | Cor Emiss day - - 3 Emiss day | ion level night Km: 0+000 ion level night |
| Station km 0+030 0+074 | X 386663.160 386625.852 W of River w Horn | Y 3769662.289 3769686.136 | Z 90.02 90.11 | Track type [dB] - Direction: | Cu rac [d | Irve dius B] Speed | Multiple reflection [dB] Sec Length per train | s tion: 4 | Cor Emiss day - - 3 Emiss | ion level night Km: 0+000 |
| Station km 0+030 0+074 | X 386663.160 386625.852 W of River w Horn Train | Y 3769662.289 3769686.136 | 2 90.02 90.11 Rail track: | Track type [dB] Direction: Number o | f trains | Speed km/h | Multiple reflection [dB] Sec Length per train m | tion: 4 Max yes | Cor Emiss day - - 3 Emiss day dB(A) 77.9 | ion level night Km: 0+000 ion level night |
| Station km 0+030 0+074 ThroatExit_S_ | X 386663.160 386625.852 W of River w Horn Train | Y 3769662.289 3769686.136 F type | 2 90.02 90.11 Rail track: | Track type [dB] - Direction: Number o day | f trains night | Speed km/h | Multiple reflection [dB] Sec Length per train m 203 | tion: 4 Max yes | Cor Emiss day - - 3 Emiss day dB(A) 77.9 | ion level night - Km: 0+000 ion level night dB(A) |
| Station km 0+030 0+074 ThroatExit_S_ | X 386663.160 386625.852 W of River w Horn Train | 3769662.289 3769686.136 F type | Z 90.02 90.11 Rail track: | Track type [dB] Direction: Number o day 13 Track | f trains night 0 | Speed km/h | Multiple reflection [dB] - Sec Length per train m 203 Multiple | tion: 4 Max yes | Cor Emiss day - - 3 Emiss day dB(A) 77.9 | ion level night Km: 0+000 ion level night dB(A) - rected |
| Station km 0+030 0+074 ThroatExit_S Track Station | X 386663.160 386625.852 W of River w Horn Train | Y 3769662.289 3769686.136 type dinates of track axis Y 3769686.136 | Z 90.02 90.11 Rail track: 0 Z 90.11 | Track type [dB] Direction: Number o day 13 Track type | f trains night 0 | Speed km/h 32 urve dius | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection | tion: 4 Max yes | Cor Emiss day | ion level night Km: 0+000 ion level night dB(A) - rected ion level |
| Station km 0+030 0+074 ThroatExit_S Track Station km 0+000 0+098 | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 | Y 3769662.289 3769686.136 Type | Z 90.02 90.11 Rail track: | Track type [dB] Direction: Number o day 13 Track type | f trains night 0 | Speed km/h 32 urve dius | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - | tion: 4 Max yes s | Cor Emiss day 3 Emiss day dB(A) 77.9 Cor Emiss day | ion level night Km: 0+000 ion level night dB(A) - rected ion level |
| Station km 0+030 0+074 ThroatExit_S Track Station km 0+000 0+098 | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 | Y 3769662.289 3769686.136 type dinates of track axis Y 3769686.136 3769701.484 | Z 90.02 90.11 Rail track: 0 Z 90.11 | Track type [dB] Direction: Number o day 13 Track type | f trains night 0 | Speed km/h 32 urve dius | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - | tion: 4 Max yes | Cor Emiss day 3 Emiss day dB(A) 77.9 Cor Emiss day | ion level night Km: 0+000 ion level night dB(A) rected ion level night - rected ion level night |
| Station km 0+030 0+074 ThroatExit_S Track Station km 0+000 0+098 | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 | Y 3769662.289 3769686.136 type dinates of track axis Y 3769686.136 3769701.484 | Z 90.02 90.11 Rail track: 0 Z 90.11 89.92 | Track type [dB] Direction: Number o day 13 Track type [dB] | f trains night Cu rac Cu rac [d | Speed km/h 32 urve dius | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - | tion: 4 Max yes s | Cor Emiss day | ion level night Km: 0+000 ion level night dB(A) rected ion level night - rected ion level night |
| Station km 0+030 0+074 ThroatExit_S Track Station km 0+000 0+098 | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 W of River w Horn | Y 3769662.289 3769686.136 type dinates of track axis Y 3769686.136 3769701.484 | Z 90.02 90.11 Rail track: 0 Z 90.11 89.92 | Track type [dB] - Direction: Number o day 13 Track type [dB] - Direction: | f trains night Cu rac Cu rac [d | Speed km/h 32 rrve dius B] | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec | tion: 4 Max yes s | Cor Emiss day | ion level night Km: 0+000 ion level night dB(A) rected ion level night Km: 0+000 ion level |
| Station km 0+030 0+074 ThroatExit_S Track Station km 0+000 0+098 | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 W of River w Horn | Y 3769662.289 3769686.136 type dinates of track axis Y 3769686.136 3769701.484 | Z 90.02 90.11 Rail track: 0 Z 90.11 89.92 | Track type [dB] Direction: Number o day 13 Track type [dB] Direction: Number o | f trains night Cu rac Cu rac Cu rac f trains | Speed km/h 32 rrve dius B] | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per | tion: 4 Max yes s | Cor Emiss day | ion level night Km: 0+000 ion level night dB(A) rected ion level night Km: 0+000 ion level night |
| Station km 0+030 0+074 ThroatExit_S Track Station km 0+000 0+098 | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 W of River w Horn | Y 3769662.289 3769686.136 type dinates of track axis Y 3769686.136 3769701.484 | Z 90.02 90.11 Rail track: 0 Z 90.11 89.92 | Track type [dB] Direction: Number o day 13 Track type [dB] Direction: Number o | f trains night Cu rac Cu rac Cu rac f trains | Speed km/h 32 rrve dius B] Speed Speed | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per train | tion: 4 Max yes s | Cor Emiss day | ion level night Km: 0+000 ion level night dB(A) rected ion level night Km: 0+000 ion level |
| Station km 0+030 0+074 ThroatExit_S Track Station km 0+000 0+098 | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 W of River w Horn Train | Y 3769662.289 3769686.136 type dinates of track axis Y 3769686.136 3769701.484 | Z 90.02 90.11 Rail track: 0 Z 90.11 89.92 Rail track: | Track type [dB] - Direction: Number o day 13 Track type [dB] - Direction: Number o day | f trains night Cu rac [d Cu rac [d f trains night 0 Cu rac [d f trains night | Speed km/h 32 rve dius B] Speed km/h 32 rve dius B] Speed km/h | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per train m | tion: 4 Max yes tion: 4 Max yes | Cor Emiss day 3 Emiss day dB(A) 77.9 Cor Emiss day 4 Emiss day dB(A) 77.9 | ion level night Km: 0+000 ion level night dB(A) rected ion level night Km: 0+000 ion level night |
| Station km 0+030 0+074 ThroatExit_S_ Track Station km 0+000 0+098 ThroatExit_S_ | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 W of River w Horn Train | Y 3769662.289 3769686.136 type dinates of track axis Y 3769686.136 3769701.484 type | Z 90.02 90.11 Rail track: 0 Z 90.11 89.92 Rail track: | Track type [dB] - Direction: Number o day 13 Track type [dB] - Direction: Number o day | f trains night Cu rac [d Cu rac [d f trains night Cu rac [d f trains night Cu rac [d | Speed km/h 32 rve dius B] Speed km/h 32 rve dius B] Speed km/h 32 | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per train m 203 | tion: 4 Max yes tion: 4 Max yes | Cor Emiss day | ion level night Km: 0+000 ion level night dB(A) rected ion level night Km: 0+000 ion level night dB(A) - |
| Station km 0+030 0+074 ThroatExit_S_ Track Station km 0+000 0+098 ThroatExit_S_ | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 W of River w Horn Train Coord | 7 3769662.289 3769686.136 Type dinates of track axis Y 3769686.136 3769701.484 Type | Z 90.02 90.11 Rail track: 0 Z 90.11 89.92 Rail track: | Track type [dB] - Direction: Number o day 13 Track type [dB] - Direction: Number o day 13 Track type [dB] - Track type [dB] - Track type type Track type type type | f trains night Cu rac Cu rac [d f trains night Cu rac Cu rac Cu rac Cu rac cu rac rac cu rac | Speed km/h 32 Irve dius BB | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection m 203 Multiple reflection | tion: 4 Max yes tion: 4 Max yes | Cor Emiss day | km: 0+000 ion level night dB(A) rected ion level night dB(T) rected ion level night dB(A) - rected ion level night dB(A) - rected ion level night dB(A) - rected ion level |
| Station km 0+030 0+074 ThroatExit_S_ Track Station km 0+000 0+098 ThroatExit_S_ | X 386663.160 386625.852 W of River w Horn Train Coord X 386625.852 386530.357 W of River w Horn Train Coord | 7 3769662.289 3769686.136 Type dinates of track axis Y 3769686.136 3769701.484 Type | Z 90.02 90.11 Rail track: 0 Z 90.11 89.92 Rail track: | Track type [dB] - Direction: Number o day 13 Track type [dB] - Direction: Number o day | f trains night O Cu rac [d f trains night O Cu rac [d f trains night O Cu rac [d f trains night | Speed km/h 32 rrve dius B] Speed km/h 32 rrve dius B] Speed km/h 32 rrve | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection [dB] - Sec Length per train m 203 Multiple dufficient m 203 Multiple | tion: 4 Max yes tion: 4 Max yes | Cor Emiss day 3 Emiss day dB(A) 77.9 Cor Emiss day 4 Emiss day dB(A) 77.9 Cor Emiss | ion level night Km: 0+000 ion level night dB(A) rected ion level night - Km: 0+000 ion level night dB(A) - rected rected |

| | _W of River w Horn | | Rail track: | Direction: | | | Sec | tion: 45 | 5 | Km: 0+000 |
|--|--|--|------------------------|-------------------------------|----------------|---------------|---|----------|-----------------------------|--|
| | Train | type | | Number of | trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | | ves | 77.9 | - |
| Track | Coord | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | z | type | | dius | reflection | | | ion level |
| km | ^ | • | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386715.203 | 3769579.068 | 89.92 | - [UD] | Įu | - | լսեյ | - | uay - | riigiit |
| 0+060 | 386689.207 | 3769634.305 | 90.24 | - | | _ | _ | | | _ |
| | _W of River w Horn | | Rail track: | Direction: | | | Sec | tion: 46 | | Km: 0+000 |
| | Train | | T T | Number of | trains | Speed | Length per | | | ion level |
| | Talli | турс | | 1 10 | | Орсса | train | Max | day | 1 |
| | | | | day | night | | | IVIAX | | night |
| | | | 0 | 40 | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | | 77.9 | - |
| Track | | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Y | Z | type | rac | dius | reflection | S | Emiss | ion level |
| km | | | | [dB] | [d | B] | [dB] | | day | night |
| 0+000 | 386530.098 | 3769706.166 | 89.92 | - | | - | - | | - | - |
| 0+102 | 386630.738 | 3769696.557 | 90.55 | D'acctions | | - | - | Carra 4- | - | 1/ 0 - 000 |
| nroatexit_5 | S_W of River w Horn | | Rail track: | Direction: | | <u> </u> | | tion: 47 | | Km: 0+000 |
| | Train | type | | Number of | | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | | yes | 77.9 | - |
| Track | Coord | dinates of track axis | | Track | Cu | ırve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | s | Emiss | ion level |
| km | | | | [dB] | [d | BI I | [dB] | | day | night |
| 0+000 | 386491.286 | 3769703.728 | 89.92 | - | | - | | | - | - |
| 0+039 | 386530.098 | 3769706.166 | 89.92 | - | | - | - | | - | - |
| hroatExit_S | _W of River w Horn | | Rail track: | Direction: | | | Sec | tion: 48 | 3 | Km: 0+000 |
| | Train | type | | Number of | trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | l ' | train | Max | day | night |
| | | | | | 9 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | | ves | 77.9 | - ab(//) |
| Track | Coor | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| | X | Y | z | | | dius | reflection | | | ion level |
| | | · · · · · · | | | | | renection | S | EIIIISS | ion ievei |
| Station | ^ | | | type | | | | | | 1 |
| Station km | | 0700704 404 | 00.00 | [dB] | [d | B] | [dB] | | day | night |
| Station km 0+000 | 386530.357 | 3769701.484 | 89.92 | [dB] - | [d | iB] | [dB] - | \dashv | day - | 1 |
| Station km 0+000 0+037 | 386530.357 386493.600 | 3769699.206 | 89.92 | [dB] - - | [d | B] | [dB] - - | tion: 40 | day - - | night - - |
| Station km 0+000 0+037 | 386530.357 386493.600 S_W of River w Horn | 3769699.206 | | [dB] Direction: | [d | : - - | [dB] - - Sec | tion: 49 | day - - - | night - - Km: 0+000 |
| Station km 0+000 0+037 | 386530.357 386493.600 | 3769699.206 | 89.92 | [dB] | trains [d | iB] | [dB] Sec | | day - - 9 Emiss | night - - Km: 0+000 ion level |
| Station km 0+000 0+037 | 386530.357 386493.600 S_W of River w Horn | 3769699.206 | 89.92 | [dB] Direction: | [d | Speed | [dB] Sec Length per | | day | night Km: 0+000 ion level night |
| Station km 0+000 0+037 | 386530.357 386493.600 S_W of River w Horn | 3769699.206 | 89.92 Rail track: | [dB] Direction: Number of day | trains night | Speed km/h | [dB] Sec Length per train m | Max | day | night - - Km: 0+000 ion level |
| Station km 0+000 0+037 hroatExit_S | 386530.357 386493.600 i_W of River w Horn Train | 3769699.206 type | 89.92 Rail track: | [dB] | trains night | Speed km/h | [dB] Sec Length per train m 203 | Max | day | night Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+037 hroatExit_S | 386530.357 386493.600 S_W of River w Horn Train | 3769699.206 type dinates of track axis | 89.92 Rail track: | [dB] | trains night | Speed km/h 32 | [dB] Sec Length per train m 203 Multiple | Max | day | night Km: 0+000 ion level night dB(A) - rected |
| Station km 0+000 0+037 hroatExit_S | 386530.357 386493.600 i_W of River w Horn Train | 3769699.206 type | 89.92 Rail track: | [dB] | trains night | Speed km/h | [dB] Sec Length per train m 203 | Max | day | night Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+037 hroatExit_S Track Station km | 386530.357 386493.600 S_W of River w Horn Train | type dinates of track axis | 89.92 Rail track: 0 Z | [dB] | trains night 0 | Speed km/h 32 | [dB] Sec Length per train m 203 Multiple | Max | day | night Km: 0+000 ion level night dB(A) - rected |
| Station km 0+000 0+037 hroatExit_S Track Station | 386530.357 386493.600 S_W of River w Horn Train | 3769699.206 type dinates of track axis | 89.92 Rail track: | [dB] | trains night 0 | Speed km/h 32 | [dB] Sec Length per train m 203 Multiple reflection | Max | day | night Km: 0+000 ion level night dB(A) - rected ion level |

| Track Station km 0+000 0+038 Ventura, LOSSA | Coord X 386689.207 | inates of track axis | 0 | Number of day 13 Track | night 0 | Speed km/h | Length per train m 203 | Max | Emiss day dB(A) 77.9 | night dB(A) | |
|---|--------------------------|----------------------------|-------------------|--------------------------|-------------|------------------------|---------------------------------|---------------------------------------|-------------------------------|----------------|--|
| Station km 0+000 0+038 | X | | | 13 | 0 | 32 | m | | dB(A) | _ | |
| Station km 0+000 0+038 | X | | | | | 32 | | yes | | dB(A) | |
| Station km 0+000 0+038 | X | | | | | | 203 | yes | 77.9 | - | |
| Station km 0+000 0+038 | X | | | Track | | | | | | | |
| km 0+000 0+038 | | Υ | | | Cl | urve | Multiple | | Cor | rected | |
| 0+000 0+038 | 386689 207 | | Z | type | rac | dius | reflection | s | Emiss | ion level | |
| 0+038 | 386689 207 | | | [dB] | [c | dB] | [dB] | | day | night | |
| | | 3769634.305 | 90.24 | - | | - | - | | - | - | |
| entura, LOSSAI | 386663.062 | 3769662.269 | 90.04 Rail track: | - | | - | - | | - | - | |
| | | Direction: | | | Section: 51 | | | Km: 0+000 | | | |
| | Train t | ype | | Number | of trains | Speed | Length per | | Emiss | ion level | |
| | | | | day | night | | train | Max | day | night | |
| | | | | | | km/h | m | | dB(A) | dB(A) | |
| | | | 0 | 10 | 3 | 32 | 203 | yes | 76.7 | 73.7 | |
| 1 | | | 0 | 78 | 20 | 32 | 175 | - | 55.9 | 52.2 | |
| Track | 1 | inates of track axis | _ | Track | | urve | Multiple | | | rected | |
| Station | X | Y | Z | type | | dius | reflections | | Emiss | ion level | |
| km | | | | [dB] | [c | dB] | [dB] | | day | night | |
| 0+000 0+333 | 386893.999 | 3770187.096 | 90.81 | - | | - | - | | - | - | |
| | | 386973.752 3770507.725 | | | | tion: 52 | | Km: 0+000 | | | |
| eritura, LOSSAI | Train t | tall track. | Number of | | | Section: 52 Length per | | | ion level | | |
| | Ham | ype | | | | Speed | | | | 1 | |
| | | | | day | night | | train | Max | day | night | |
| | | | | - 10 | | km/h | m | | dB(A) | dB(A) | |
| | | | 0 | 10 | 3 20 | 32 | 203 175 | yes | 76.7 | 73.7 | |
| Trook | Coord | inates of track axis | 0 | 78 Track | | 32 | Multiple | - | 55.9 | 52.2 rected | |
| Track Station | X | Y | z | | | Curve radius | | · · · · · · · · · · · · · · · · · · · | | ion level | |
| | ^ | ř | | type | | [dB] | | reflections | | 1 | |
| km | 000000 04.4 | 0770400 507 | 04.05 | [dB] - | | - DBJ | [dB] | | day - | night | |
| 0+000 0+331 | 386889.614 386966.343 | 3770188.507 3770506.879 | 91.05 | - | | - | - | | <u>-</u> | | |
| hroatExit_S_W | | | Rail track: | Direction: | | | Sac | tion: 53 | | Km: 0+000 | |
| Train type | | | | Number of trains Speed | | Length per | | | ion level | | |
| | Haili | ype | | 1 | | Speed | train | | | 1 | |
| | | | | day | night | 1 | | Max | day | night | |
| | | | 0 | 17 | 0 | km/h 32 | m 203 | 1400 | dB(A) 62.0 | dB(A) | |
| Trook | Coord | inates of track axis | | | | | | yes | | rooted | |
| Track | | inates of track axis | 7 | Track | | urve | Multiple | | | rected | |
| Station | X | Y | Z | type | | radius | | reflections | | ion level | |
| km | 222225 252 | 070000 100 | 20.11 | [dB] | <u>[c</u> | dB] | [dB] | | day | night | |
| 0+000 0+098 | 386625.852 386530.357 | 3769686.136 3769701.484 | 90.11 89.92 | - | | - | - | | - | - | |
| | | | Rail track: | Direction: | | - | <u>-</u> | tion: E4 | - | Km: 0+000 | |
| ThroatExit_S_W of River Rail track: Train type | | | | | | | Section: 54 Length per | | Emission level | | |
| | rain | .ype | | | | Speed | | | | 1 | |
| | | | | day | night | Learn Ma | train | Max | day | night | |
| | | | 0 | 17 | 0 | km/h | m 202 | V/CC | dB(A) | dB(A) | |
| Track | Coord | inates of track axis | U | 17 Track | 0 | urve 32 | 203 Multiple | yes | 62.0 | rected | |
| Track | | | 7 | | | | Multiple | | Corrected | | |
| Station | X | Y | Z | type | | radius | | reflections | | Emission level | |
| km | 000000 101 | 0700070 04 1 | 00.50 | [dB] | | dB] | [dB] | | day | night | |
| 0+000 0+127 | 386663.431 | 3769678.014 | 90.52 | - | | - | - | | - | - | |
| | 386722.216 | 3769569.318 | 89.92 | - | | - | - | | - | - | |

| Train type Coordinates of track axis | 0 | Number o day 17 Track | f trains night 0 | Speed km/h | Length per train m 203 | Max | day dB(A) | ion level night dB(A) |
|--|--|--------------------------------|---|--|---------------------------------|--|--------------|-----------------------------|
| The second secon | | 17 | | | m | | dB(A) | _ |
| The second secon | | | 0 | | | V/00 | dB(A) | _ |
| The second secon | | | 0 | | | 1400 | · , | |
| The second secon | 3 | | | | | ves | 62.0 | - |
| The second secon | | Track | Cu | ırve | Multiple | | | rected |
| | Z | type | | dius | reflection | | | ion level |
| | _ | [dB] | | dB] | [dB] | | day | night |
| 5.203 3769579.068 | 89.92 | - [ub] | Į. | - | լսեյ | - | uay - | riigiit |
| 9.207 3769634.305 | 90.24 | - | | _ | _ | | | _ |
| | Rail track: | Direction: | | | Sec | tion: 56 | | Km: 0+000 |
| Train type | rtaii traoit. | Number o | ftroine | Speed | Length per | | | ion level |
| rrain type | | | | Speed | | | | 1 |
| | | day | night | | train | Max | day | night |
| | | | | km/h | m | | dB(A) | dB(A) |
| | 0 | 17 | 0 | 32 | 203 | | 62.0 | |
| Coordinates of track axis | 1 | Track | | ırve | Multiple | | | rected |
| Υ | Z | type | rac | dius | reflection | IS | Emiss | ion level |
| | | [dB] | [d | B] | [dB] | | day | night |
| 0.098 3769706.166 | 89.92 | - | | - | - | | - | - |
| 0.738 3769696.557 | 90.55 | - | | - | - | | - | - |
| | Rail track: | Direction: | | | | tion: 57 | | Km: 0+000 |
| Train type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | day | night | | train | Max | day | night |
| | | | | km/h | m | | dB(A) | dB(A) |
| | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| Coordinates of track axis | 3 | Track | Cu | ırve | Multiple | | Cor | rected |
| Y | Z | type | rac | dius | reflection | ıs | Emiss | ion level |
| | | [dB] | ſd | B) | [dB] | | day | night |
| 1.286 3769703.728 | 89.92 | | | - | | | - | - |
| 0.098 3769706.166 | 89.92 | - | | - | - | | - | - |
| | Rail track: | Direction: | | | Sec | tion: 58 | 3 | Km: 0+000 |
| Train type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| ** | | day | night | · ' | train | Max | day | night |
| | | | 3 | km/h | m | | dB(A) | dB(A) |
| | 0 | 17 | 0 | 32 | | ves | 62.0 | - |
| Coordinates of track axis | | Track | | ırve | Multiple | | | rected |
| Y | z | | | dius | reflection | | | ion level |
| ' ' | | type | | | | 15 | | i |
| 0.357 3769701.484 | 89.92 | [dB] - | | iB] | [dB] | - | day | night |
| 3.600 3769699.206 | 89.92 | - | | - | - | | - | - |
| | Rail track: | Direction: | | | | tion: 59 | | Km: 0+000 |
| | Naii tiack. | | f tuning | Canad | | | | |
| Train type | | Number o | | Speed | Length per | | | ion level |
| | | day | night | | train | Max | day | night |
| | | | | | | | . , | dB(A) |
| | | | | | | | | - |
| Coordinates of track axis | t and the second | | | | | | | rected |
| Y | Z | type | rac | dius | reflection | IS | Emiss | ion level |
| | | [dB] | [d | B] | [dB] | | day | night |
| 1.464 3769547.605 | 89.92 | - | | - | - | | - | - |
| 5.197 3769579.095 | 89.92 | - | I | - | - | - 1 | - 1 | - |
| | Y 3769547.605 | Y Z 3769547.605 89.92 | 0 17 Idinates of track axis Track Y Z type [dB] 3769547.605 89.92 - | 0 17 0 dinates of track axis Track Cu Y Z type rac [dB] [dB] [c] 3769547.605 89.92 - | km/h 0 17 0 32 | km/h m 0 17 0 32 203 2 | km/h m | km/h m dB(A) |

| ThroatExit_S_W | | | ail track: | Direction: | | | Sec | tion: 60 | | Km: 0+000 |
|--|--|--|------------------------------|--|-----------------------------|-------------------------------------|--|-----------|--|--|
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 0 | 32 | 203 | yes | 64.5 | - |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | | Co | rrected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | ſ | dB1 | [dB] | | day | night |
| 0+000 | 386689.207 | 3769634.305 | 90.24 | | · · | - | | | | - |
| 0+038 | 386663.062 | 3769662.269 | 90.04 | - | | - | - | | - | _ |
| South10_HSR4 | | R | ail track: | Direction: | | | Sec | tion: 61 | | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | sion level |
| | | VI - | | day | night | ., | train | Max | day | night |
| | | | | - Lay | g | km/h | m | 1110001 | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 6 | 3 | 16 | 203 | - | 60.2 | 59.1 |
| | | | ő | 16 | 15 | 16 | 175 | _ | 46.3 | 48.2 |
| Track | Coord | linates of track axis | | Track | | urve | Multiple | | | rrected |
| Station | X | Υ | Z | type | ra | dius | reflection | | | sion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 | 386026.567 | 3768912.709 | 93.81 | - | | - | - [۵۵] | | <u>-</u> | - |
| 0+329 | 386204.848 | 3768677.695 | 83.88 | - | | - | _ | | - | _ |
| South10 HSR4 | | | ail track: | Direction: | | | Sec | tion: 62 | | Km: 0+000 |
| | Train | | | Number o | of trains | Speed | Length per | | | sion level |
| | Trairi | .,,,,, | | day | night | l opecu | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIOX | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | ő | 6 | 3 | 16 | 203 | - | 60.2 | 59.1 |
| | | | ő | 16 | 15 | 16 | 175 | - | 46.3 | 48.2 |
| Track | Coord | Contact of two streets | | | | | | | | |
| | Coord | linates of track axis | | Track | Cı | urve | Multiple | | Col | rrected |
| | X | Y | z | | | | Multiple reflection | | | |
| Station | | The second secon | Z | type | ra | dius | reflection | | Emiss | sion level |
| Station km | X | Y | | | ra [d | | • | | | |
| Station km 0+000 | X 386039.054 | Y 3768912.182 | 93.75 | type [dB] | ra [0 | dius dB] | reflectior [dB] | | Emis: day | sion level |
| Station km 0+000 0+316 | X | Y 3768912.182 3768677.695 | | type [dB] - | ra [0 | dius dB] | reflection [dB] - - | is | Emiss day - - | sion level night |
| Station km 0+000 0+316 | X 386039.054 386204.848 | Y 3768912.182 3768677.695 | 93.75 83.88 | type [dB] Direction: | ra [d | dius dB] - - | reflection [dB] - - Sec | etion: 63 | Emiss day - - | sion level night - - Km: 0+000 |
| Station km 0+000 0+316 | X 386039.054 | Y 3768912.182 3768677.695 | 93.75 83.88 | type [dB] Direction: | ra [d | dius dB] | reflection [dB] Sec | etion: 63 | Emiss day - - - Emiss | sion level night Km: 0+000 |
| Station km 0+000 0+316 | X 386039.054 386204.848 | Y 3768912.182 3768677.695 | 93.75 83.88 | type [dB] Direction: | ra [d | dius dB] - - - Speed | reflection [dB] Sec Length per train | etion: 63 | Emiss day - - - Emiss day | sion level night Km: 0+000 sion level night |
| Station km 0+000 0+316 | X 386039.054 386204.848 | Y 3768912.182 3768677.695 | 93.75 83.88 ail track: | type [dB] Direction: Number of day | of trains | dius dB] Speed km/h | reflection [dB] Sec Length per train m | etion: 63 | Emiss day Emiss day dB(A) | km: 0+000 sion level night dB(A) |
| Station km 0+000 0+316 | X 386039.054 386204.848 | Y 3768912.182 3768677.695 | 93.75 83.88 | type [dB] Direction: Number of day 18 | of trains night | dius dB] Speed km/h 16 | reflection [dB] Sec Length per train m 151 | etion: 63 | Emiss day Emiss day dB(A) 64.8 | km: 0+000 sion level night dB(A) 59.5 |
| Station km 0+000 0+316 | X 386039.054 386204.848 | Y 3768912.182 3768677.695 | 93.75 83.88 ail track: | type [dB] Direction: Number of day 18 6 | of trains night | dius dB] Speed km/h | reflection [dB] Sec Length per train m 151 203 | etion: 63 | Emiss day Emiss day dB(A) | km: 0+000 sion level night dB(A) |
| Station km 0+000 0+316 | X 386039.054 386204.848 Train | Y 3768912.182 3768677.695 | 93.75 83.88 ail track: | type [dB] Direction: Number of day 18 | of trains night | dius dB] Speed km/h 16 | reflection [dB] Sec Length per train m 151 203 175 | Max yes | Emiss day | sion level night Km: 0+000 sion level night dB(A) 59.5 59.1 48.2 |
| Station km 0+000 0+316 South10_HSR4 | X 386039.054 386204.848 Train | 3768912.182 3768677.695 Ratype | 93.75 83.88 ail track: | type [dB] Direction: Number of day 18 6 16 Track | of trains night | dius dB] - Speed km/h 16 16 16 urve | reflection [dB] Sec Length per train m 151 203 175 Multiple | Max yes | Emiss day | km: 0+000 sion level night dB(A) 59.5 59.1 48.2 |
| Station km 0+000 0+316 South10_HSR4 Track Station | X 386039.054 386204.848 Train | Y 3768912.182 3768677.695 Ratype | 93.75 83.88 ail track: | type [dB] Direction: Number of day 18 6 16 Track type | of trains night 3 3 15 Cu | Speed km/h 16 16 16 urve dius | reflection [dB] Sec Length per train m 151 203 175 Multiple reflection | Max yes | Emiss day Emiss day dB(A) 64.8 60.2 46.3 Coo | sion level night Km: 0+000 sion level night dB(A) 59.5 59.1 48.2 rrected sion level |
| Station km 0+000 0+316 South10_HSR4 | X 386039.054 386204.848 Train | 3768912.182 3768677.695 Ratype | 93.75 83.88 ail track: | type [dB] Direction: Number of day 18 6 16 Track | of trains night 3 3 15 Cu | dius dB] - Speed km/h 16 16 16 urve | reflection [dB] Sec Length per train m 151 203 175 Multiple | Max yes | Emiss day | sion level night Km: 0+000 sion level night dB(A) 59.5 59.1 48.2 |

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| outh10_HSR4 | | F | Rail track: | Direction: | | | Sec | tion: 6 | 4 | Km: 0+000 |
|------------------|--------------------------|----------------------------|----------------|------------|-----------|-------------|-----------------|---------|---------------|-------------------|
| | Train | type | | Number | | Speed | Length per | | | on level |
| | | | | day | night | | train | Max | day | night |
| | | | - | | _ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 6 16 | 3 15 | 16 16 | 203 175 | | 60.2 46.3 | 59.1 48.2 |
| Track | Coord | linates of track axis | Ŭ | Track | | urve | Multiple | | | ected |
| Station | X | Υ | z | type | | dius | reflection | | | on level |
| km | | · | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386056.081 | 3768911.282 | 93.66 | - | | - | - | | - | - |
| 0+298 | 386206.171 | 3768683.692 | 83.93 | - | | - | - | | - | - |
| outh10 | | F | Rail track: | Direction: | | | | tion: 6 | 5 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| Track | Coord | linates of track axis | 0 | 6 Track | 3 | 16 urve | 203 Multiple | - | 60.2 | 59.1 ected |
| Station | X | Y | Z | type | | dius | reflection | | | on level |
| km | ^ | ' | ۷ | [dB] | | dB] | [dB] | 5 | day | night |
| 0+000 | 386062.371 | 3768915.046 | 93.73 | [db] | | - | [uD] - | | - uay | - Iligiti |
| 0+289 | 386209.772 | 3768691.097 | 84.02 | - | | - | - | | - | - |
| outh10 | | F | Rail track: | Direction: | | | Sec | tion: 6 | 6 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 6 | 3 | 16 | 203 | - | 60.2 | 59.1 |
| Track | | linates of track axis | _ | Track | | ırve | Multiple | | | ected |
| Station | X | Y | Z | type | | dius | reflection | S | | on level |
| 0+000 | 386072.904 | 3768910.668 | 02.50 | [dB] - | [c | dB] | [dB] | | day | night |
| 0+000 | 386209.772 | 3768691.097 | 93.58 84.02 | - | | _ | - | | - | _ |
| outh10 | 0002002 | | Rail track: | Direction: | | | Sec | tion: 6 | 7 | Km: 0+000 |
| | Train | | | Number | of trains | Speed | Length per | | | on level |
| | riani | .,,,, | | day | night | Opecu | train | Max | day | night |
| | | | | day | ing.it | km/h | m | Wax | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 6 | 3 | 16 | 203 | - | 60.2 | 59.1 |
| Track | | inates of track axis | | Track | | ırve | Multiple | | | ected |
| Station | X | Y | Z | type | | dius | reflection | s | | on level |
| km | 0000== 00: | 0700010 075 | 22 == | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 0+272 | 386077.284 386209.772 | 3768910.870 3768691.097 | 89.57 84.02 | - | | _ | - | | - | - |
| outh10 | 300209.772 | | Rail track: | Direction: | | | Sec | tion: 6 | 8 | Km: 0+000 |
| Janii | Train | | tair traoit. | Number | of trains | Speed | Length per | | | on level |
| | Halli | турс | | day | night | Speed | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIAX | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 6 | 3 | 16 | 203 | | 60.2 | 59.1 |
| | | | | Track | Cu | ırve | Multiple | | | ected |
| Track | Coord | linates of track axis | | Hack | | | | | | |
| Track Station | Coord | linates of track axis Y | Z | type | | dius | reflection | s | Emissi | on level |
| | | | | | rac | dius dB] | | s | Emissi day | on level night |
| Station | | | 89.41 84.06 | type | rac | | reflection | S | | |

| Track Coordinates of track axis Track Curve Multiple Corrected Emission level Gay Inght Gay | South10 | | R | ail track: | Direction: | | | Sec | tion: 6 | 9 | Km: 0+000 |
|--|---------|--------------------------|--|----------------|------------|-----------|-------|------------|----------|--------|--------------|
| Track | | Train t | уре | | Number | of trains | Speed | Length per | | Emissi | on level |
| Corrected Corr | | | | | day | night | | train | Max | day | night |
| Track Coordinates of track axis Track Curve Multiple Corrected Emission level Gay Corrected Curve Multiple Corrected Curve Multiple Corrected Curve Multiple Corrected Curve Multiple Curve Curve Multiple Curve Multiple Corrected Curve Multiple Curve Curve Multiple Corrected Curve Multiple Curve Curve Curve Multiple Curve Curve Curve Multiple Curve Curve Curve Multiple Curve Curve Curve Curve Curve Multiple Curve C | | | | | | | | | | | dB(A) |
| Station X | | | | - | | | | | - | | 59.5 59.1 |
| Max Max | Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | Corr | ected |
| Q+000 | Station | X | Υ | Z | type | ra | adius | reflection | ıs | Emissi | ion level |
| O+255 386210.302 3768696.653 84.06 - | km | | | | [dB] | [| dB] | [dB] | | day | night |
| Number of trains | | | | | | | | - | | - | - |
| | South10 | | R | ail track: | Direction: | | | Sec | tion: 7 | 0 | Km: 0+000 |
| | | Train t | ype | | Number | of trains | Speed | Length per | | Emissi | ion level |
| Track Coordinates of track axis Track Curve Train type Track Curve Track Curve Track Curve Track Curve Train type Track Curve Curve | | | | | day | night | km/h | train | | • | night |
| Track Coordinates of track axis Track Curve Multiple Corrected Emission level | | | | 0 | 18 | 3 | | | - | . , | 59.5 |
| Station | | | | - | | | | 203 | | | |
| Max | Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | Corr | ected |
| O-000 | Station | X | Υ | Z | | | | | ıs | Emissi | ion level |
| South4 Section Frain type Section Se | | | | | | [| dB] | [dB] | | | night |
| Number of trains Speed Length per train Max Multiple Corrected | | | | | - | | | - | | - | - |
| Description | | | | | Direction: | | | Sec | tion: 7 | 1 | Km: 0+000 |
| Description | | Train t | vpe | | Number | of trains | Speed | Length per | | Emissi | on level |
| Number of trains Speed Length per train Max | | | , | | | I. | | | | | 1 |
| 151 - 66.0 60.7 | | | | | | 3 | km/h | | | | dB(A) |
| Track Coordinates of track axis X Y Z Track type radius reflections Emission level Emi | | | | - | | | 32 | 151 | - | 66.0 | 60.7 |
| Station | Track | Coordi | nates of track axis | Ü | | - | | | | | |
| km (dB) (dB) (dB) (dB) day night 0+000 386209.772 3768691.097 84.02 - | | | 1 | z | | | | • | | | |
| O+000 | | | | | | | | | | | night |
| Number of trains day night Number of trains Number of tr | | | | | | | | | | | - |
| Number of trains day night Number of trains day Number of trains day night Number of trains day Numb | | 000000.0 | | | Direction: | | | Sec | tion: 7 | 2 | Km: 0+000 |
| day night train Max day night m dB(A) dB(A) | | Train t | | | Number | of trains | Speed | 1 | | | |
| Rail track Station X Y Z Track Curve Multiple Corrected Emission level | | | 7 - | | | I | | | · I | | 1 |
| 16 32 151 - 69.0 63.8 | | | | | , | 9 | km/h | | | · · | dB(A) |
| Track Coordinates of track axis Station X | | | | 0 | 89 | 16 | | 151 | - 1 | | 63.8 |
| Station | | | | 0 | | | | | <u> </u> | | 63.4 |
| km [dB] [dB] [dB] [dB] [dB] day night 0+000 0+177 386425.543 386456.132 376859.838 3767859.838 79.84 - | | | The second secon | | | | | | | | |
| 0+000 0+177 386425.543 386456.132 3768034.133 3767859.838 80.77 79.84 - <td></td> <td>X</td> <td>Υ</td> <td>Z</td> <td></td> <td></td> <td></td> <td></td> <td>ns</td> <td></td> <td>1</td> | | X | Υ | Z | | | | | ns | | 1 |
| 0+177 386456.132 3767859.838 79.84 - | | 206405 540 | 2760004.400 | 00.77 | [dB] | | dBJ | [dB] | | day | night |
| Number of trains day Number of trains day | | | | | - | | - | - | | - | - |
| Number of trains Speed Length per train Max day night Max Max Max day night Max Max | | | | | Direction: | | | Sec | tion: 7 | 3 | Km: 0+000 |
| day night train Max day night m dB(A) dB(A) | | Train t | ype | | | | Speed | Length per | | Emissi | |
| Marcological Research Marc | | | | | | I . | | | 1 | | night |
| 0 45 8 32 151 - 66.0 60.7 0 15 7 32 203 - 61.5 60.4 Track Coordinates of track axis Track Curve Multiple Corrected Station X Y Z type radius reflections Emission level km [dB] [dB] [dB] day night 0+000 386333.643 3768659.816 83.82 - | | | | | | | km/h | m | | · · | dB(A) |
| Track Coordinates of track axis Track Curve Multiple Corrected Station X Y Z type radius reflections Emission level km [dB] [dB] [dB] day night 0+000 386333.643 3768659.816 83.82 - | | | | | | | 32 | | - | 66.0 | 60.7 |
| Station X Y Z type radius reflections Emission level km [dB] [dB] [dB] day night 0+000 386333.643 3768659.816 83.82 - <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>- 1</td> <td></td> <td>60.4</td> | | | | 0 | | | | | - 1 | | 60.4 |
| km [dB] [dB] [dB] day night 0+000 386333.643 3768659.816 83.82 - <td></td> | | | | | | | | | | | |
| 0+000 386333.643 3768659.816 83.82 | | X | Υ | Z | | | | | is | | |
| | | 000000 046 | 0700050 040 | 60.00 | [dB] | | dB] | [dB] | - | day | night |
| | | 386333.643 386425.610 | 3768659.816 3768034.139 | 83.82 80.77 | | | - | - | | | - |

| South2 | | R | ail track: | Direction: | | | Sec | tion: 7 | 4 | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|--------------|-----------|------------|------------------------|---------|---------------|---------------|
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 15 | 8 7 | 32 32 | 151 203 | - | 66.0 61.5 | 60.7 60.4 |
| Track | Coord | inates of track axis | | Track | Cı | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | rad | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+890 | 386334.825 386460.712 | 3768663.917 3767860.643 | 83.82 79.58 | - | | - | - | | - | |
| South4 | 0001001112 | | ail track: | Direction: | | | Sec | tion: 7 | 5 | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | 21 - | | day | night | | train | Max | day | night |
| | | | 0 | 45 | 0 | km/h 32 | m 151 | | dB(A) 66.0 | dB(A) 60.7 |
| | | | 0 | 45 15 | 8 7 | 32 | 203 | - | 61.5 | 60.7 |
| Track | Coord | inates of track axis | , | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 0+129 | 386210.302 386334.825 | 3768696.653 3768663.917 | 84.06 83.82 | - | | - | - | | - | - |
| Loop1 | | | ail track: | Direction: | | | Sec | tion: 7 | 6 | Km: 0+000 |
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | , | | day | night | | train | Мах | day | night |
| | | | | | ŭ | km/h | m | • | dB(A) | dB(A) |
| Track | Coord | inates of track axis | | Track | Cu | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rad | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 0+368 | 386334.825 386626.714 | 3768663.917 3768836.135 | 83.82 84.15 | - | | - | - | | - | - |
| South4_HSR2 | | | ail track: | Direction: | | | Sec | tion: 7 | 7 | Km: 0+000 |
| | Train t | ype | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | ~ | | day | night | i i | train | Мах | day | night |
| | | | | , | - | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 | 8 | 32 | 151 | - | 66.0 | 60.7 |
| | | | 0 | 14 | 7 | 32 | 203 | - | 61.2 | 60.4 |
| Track | Coord | inates of track axis | 0 | 32 Track | 30 | 32 urve | 175 | | 52.0 | 54.0 |
| Station | X | Y | Z | | | dius | Multiple reflection | | | ion level |
| km | ^ | 1 | _ | type [dB] | _ | | | 15 | day | night |
| 0+000 | 386206.171 | 3768683.692 | 83.93 | [dB] - | | 3B] - | [dB] - | | - | - |
| 0+969 | 386457.662 | 3767878.014 | 79.69 | - | | - | - | | - | - |
| South4_HSR2 | | R | ail track: | Direction: | | | Sec | tion: 7 | 8 | Km: 0+000 |
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 | 8 | 32 | 151 | - | 66.0 | 60.7 |
| - | | | 0 | 15 32 | 7 30 | 32 32 | 203 175 | - | 61.5 52.0 | 60.4 54.0 |
| Track | Coord | inates of track axis | - 1 | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| Ottation | ^ | • | - | [dB] | | dB] | [dB] | | day | night |
| | | | | [45] | | | [GD] | _ | | gin |
| km 0+000 | 386204.959 | 3768679.601 | 83.89 | | | - | - | | - | - |
| km | 386204.959 386453.503 | 3768679.601 3767877.061 | 83.89 79.94 | | | - | - | | | - |

| Alt1 West of NV | N Merge with SBL | /Amtrak Ea F | Rail track: | Direction: | | | Sec | tion: 7 | '9 | Km: 0+237 |
|-----------------|------------------|-----------------------|-------------|------------|-----------|-------|------------|---------|--------|-----------|
| | Train | type | | Number | of trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| | | | 0 | 14 | 0 | 32 | 203 | - | 61.3 | - |
| | | | 0 | 45 | 10 | 32 | 151 | - | 66.0 | 61.7 |
| Track | Coord | linates of track axis | | Track | Cu | irve | Multiple | | Corre | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | ıs | Emissi | on level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+237 | 386606.048 | 3769737.832 | 90.09 | - | | - | - | Ţ | - | - |
| 0+323 | 386520.669 | 3769727.961 | 89.92 | - | | - | - | | 1 | - |

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| | | | Rail track: | Direction: | | | | tion: 1 | | Km: 0+000 |
|--|---|---|--|---|---|--|--|--------------------------|---|---|
| | Train | type | | Number o | of trains | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 42 | 9 | 32 | | yes | 65.7 | 61.3 |
| Track | Coord | dinates of track axis | | Track | Cı | ırve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rad | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386860.517 | 3770117.624 | 91.43 | - | | - | - | | - | - |
| 0+012 | 386864.465 | 3770129.156 | 91.43 | - | | - | - | | - | - |
| ISR_2trk | | | Rail track: | Direction: | | | Sec | tion: 2 | | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 42 | 9 | 32 | 151 | yes | 65.7 | 61.3 |
| Track | Coord | dinates of track axis | | Track | Cı | ırve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | ſc | dB] | [dB] | | day | night |
| 0+000 | 386864.465 | 3770129.156 | 91.43 | - | | - | - | | - | - |
| 0+031 | 386875.484 | 3770158.456 | 91.44 | - | | - | | | _ | _ |
| ISR_2trk | | | Rail track: | Direction: | | | Sec | tion: 3 | | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | ,, | | day | night | ' | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 42 | 9 | 32 | | ves | 65.7 | 61.3 |
| Track | Coord | dinates of track axis | | Track | Cu | ırve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | | Emiss | ion level |
| | | • | | | | | | | | |
| km | | | | | ſc | B1 | | | dav | night |
| km 0+000 | 386875.484 | 3770158.456 | 91.44 | [dB] | | dB] | [dB] | | day - | night |
| 0+000 0+012 | 386875.484 386880.201 | 3770158.456 3770169.696 | 91.44 91.43 | | | dB] - - | | | day - - | |
| 0+000 0+012 | | 3770169.696 | | [dB] - | | - 1 | [dB] - - | etion: 4 | - | |
| 0+000 | 386880.201 | 3770169.696 | 91.43 | [dB] Direction: | | - | [dB] - - Sec | tion: 4 | | - Km: 0+000 |
| 0+000 0+012 | | 3770169.696 | 91.43 | [dB] Direction: | of trains | - 1 | [dB] Sec | tion: 4 | - Emiss | Km: 0+000 |
| 0+000 0+012 | 386880.201 | 3770169.696 | 91.43 | [dB] Direction: | | Speed | [dB] Sec Length per | tion: 4 | - Emiss | Km: 0+000 |
| 0+000 0+012 | 386880.201 | 3770169.696 | 91.43 Rail track: | [dB] Direction: Number of day | of trains night | Speed km/h | [dB] Sec Length per train m | etion: 4 Max | Emiss day dB(A) | Km: 0+000 ion level night dB(A) |
| 0+000 0+012 HSR_2trk | 386880.201 Train | 3770169.696 type | 91.43 | [dB] Direction: Number of day 42 | of trains night | Speed km/h | [dB] - Sec Length per train m 151 | tion: 4 Max yes | Emiss day dB(A) 65.7 | Km: 0+000 ion level night dB(A) 61.3 |
| 0+000 0+012 HSR_2trk | 386880.201 Train | 3770169.696 | 91.43 Rail track: | [dB] Direction: Number of day 42 Track | of trains night | Speed km/h 32 | [dB] - Sec Length per train m 151 Multiple | Max yes | Emiss day dB(A) 65.7 | Km: 0+000 iion level night dB(A) 61.3 |
| 0+000 0+012 HSR_2trk Track Station | 386880.201 Train | 3770169.696 type | 91.43 Rail track: | [dB] Direction: Number of day 42 Track type | of trains night 9 Cu | Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection | Max yes | Emiss day dB(A) 65.7 Cor Emiss | Km: 0+000 ion level night dB(A) 61.3 rected ion level |
| 0+000 0+012 HSR_2trk | 386880.201 Train Coord X | type dinates of track axis | 91.43 Rail track: | [dB] Direction: Number of day 42 Track | of trains night 9 Cu | Speed km/h 32 | [dB] - Sec Length per train m 151 Multiple | Max yes | Emiss day dB(A) 65.7 | Km: 0+000 iion level night dB(A) 61.3 |
| 0+000 0+012 HSR_2trk Track Station km | 386880.201 Train | 3770169.696 type | 91.43 Rail track: 0 Z | [dB] Direction: Number of day 42 Track type [dB] | of trains night 9 Cu raa [0] | Speed km/h 32 urve dius 1B] | [dB] - Sec Length per train m 151 Multiple reflection | Max yes | Emiss day dB(A) 65.7 Cor Emiss | Km: 0+000 ion level night dB(A) 61.3 rected ion level night |
| 0+000 0+012 ISR_2trk Track Station km 0+000 0+039 | 386880.201 Train Coord X 386880.201 | 3770169.696 type dinates of track axis Y 3770169.696 3770205.999 | 91.43 Rail track: 0 Z 91.43 | [dB] Direction: Number of day 42 Track type [dB] - | of trains night 9 Cu raa [0] | Speed km/h 32 urve dius dB] | [dB] - Sec Length per train m 151 Multiple reflection [dB] - | Max yes | Emiss day dB(A) 65.7 Cor Emiss day | Km: 0+000 ion level night dB(A) 61.3 rected ion level night - |
| 0+000 0+012 ISR_2trk Track Station km 0+000 | 386880.201 Train Coord X 386880.201 386895.602 | 3770169.696 type dinates of track axis Y 3770169.696 3770205.999 | 91.43 Rail track: 0 Z 91.43 91.09 | [dB] Direction: Number of day 42 Track type [dB] | of trains night 9 Cu raa [0 | Speed km/h 32 urve dius dB] | [dB] - Second Length per train m 151 Multiple reflection [dB] - Second Length per train m 151 Se | Max yes stion: 5 | Emiss day dB(A) 65.7 Cor Emiss day | Km: 0+000 ion level night dB(A) 61.3 rected ion level night - |
| 0+000 0+012 HSR_2trk Track Station km 0+000 0+039 | 386880.201 Train Coord X 386880.201 | 3770169.696 type dinates of track axis Y 3770169.696 3770205.999 | 91.43 Rail track: 0 Z 91.43 91.09 | [dB] Direction: Number of day 42 Track type [dB] - Direction: Number of | of trains night 9 Cu rac [c | Speed km/h 32 urve dius dB] | [dB] | Max yes stion: 5 | Emiss day dB(A) 65.7 Cor Emiss day Emiss | Km: 0+000 ion level night dB(A) 61.3 rected ion level night - Km: 0+000 ion level |
| 0+000 0+012 ISR_2trk Track Station km 0+000 0+039 | 386880.201 Train Coord X 386880.201 386895.602 | 3770169.696 type dinates of track axis Y 3770169.696 3770205.999 | 91.43 Rail track: 0 Z 91.43 91.09 | [dB] Direction: Number of day 42 Track type [dB] Direction: | of trains night 9 Cu raa [0 | Speed km/h 32 urve dius dB] | [dB] | Max yes stion: 5 | Emiss day dB(A) 65.7 Cor Emiss day Emiss | Km: 0+000 ion level night dB(A) 61.3 rected ion level night - Km: 0+000 ion level night |
| 0+000 0+012 HSR_2trk Track Station km 0+000 0+039 | 386880.201 Train Coord X 386880.201 386895.602 | 3770169.696 type dinates of track axis Y 3770169.696 3770205.999 | 91.43 Rail track: 0 Z 91.43 91.09 Rail track: | [dB] Direction: Number of day 42 Track type [dB] Direction: Number of day | of trains night 9 Cu rac [cu of trains night | Speed km/h 32 urve dius dB] Speed km/h | [dB] | Max yes as | Emiss day dB(A) 65.7 Cor Emiss day - Emiss day dB(A) | Km: 0+000 sion level night dB(A) 61.3 rected sion level night - Km: 0+000 sion level night dB(A) |
| 0+000 0+012 HSR_2trk Track Station km 0+000 0+039 HSR_2trk | 386880.201 Train Coord X 386880.201 386895.602 Train | 3770169.696 type dinates of track axis | 91.43 Rail track: 0 Z 91.43 91.09 | [dB] Direction: Number of day 42 Track type [dB] - Direction: Number of day 42 And the description of the day 42 And the description of the day 42 And the day 42 And the day 42 | of trains night 9 Cu rac [d | Speed km/h 32 urve dius dB] Speed km/h 32 | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m 151 | Max yes tion: 5 Max yes | Emiss day dB(A) 65.7 Cor Emiss day - Emiss day dB(A) 65.7 | Km: 0+000 ion level night dB(A) 61.3 rected ion level night - Km: 0+000 ion level night |
| Track Station km 0+000 0+039 HSR_2trk | 386880.201 Train Coord X 386880.201 386895.602 Train Coord | 3770169.696 type dinates of track axis Y 3770169.696 3770205.999 type | 91.43 Rail track: 0 Z 91.43 91.09 Rail track: | [dB] Direction: Number of day 42 Track type [dB] Direction: Number of day 42 Track | of trains night 9 Cu rac [cu of trains night 9 Cu of trains night | Speed km/h 32 urve dius dB] Speed km/h 32 urve | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m 151 Multiple Multiple | Max yes stion: 5 Max yes | Emiss day dB(A) 65.7 Cor Emiss day Emiss day dB(A) 65.7 Cor Cor | Km: 0+000 ion level night dB(A) 61.3 rected ion level night Km: 0+000 ion level night dB(A) 61.3 rected |
| Track Station km 0+000 0+039 HSR_2trk | 386880.201 Train Coord X 386880.201 386895.602 Train | 3770169.696 type dinates of track axis | 91.43 Rail track: 0 Z 91.43 91.09 Rail track: | [dB] Direction: Number of day 42 Track type [dB] Direction: Number of day 42 Track type [dB] | of trains night 9 Cu rac [cu of trains night 9 Cu rac [cu of trains night | Speed km/h 32 urve dius dB] Speed km/h 32 urve dius | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m 151 Multiple reflection | Max yes stion: 5 Max yes | Emiss day dB(A) 65.7 Cor Emiss day Emiss day dB(A) 65.7 Cor Emiss | Km: 0+000 ion level night dB(A) 61.3 rected ion level night - Km: 0+000 ion level night dB(A) 61.3 rected |
| Track Station km 0+000 0+039 HSR_2trk | 386880.201 Train Coord X 386880.201 386895.602 Train Coord | 3770169.696 type dinates of track axis Y 3770169.696 3770205.999 type | 91.43 Rail track: 0 Z 91.43 91.09 Rail track: | [dB] Direction: Number of day 42 Track type [dB] Direction: Number of day 42 Track | of trains night 9 Cu rac [cu of trains night 9 Cu rac [cu of trains night | Speed km/h 32 urve dius dB] Speed km/h 32 urve | [dB] - Sec Length per train m 151 Multiple reflection [dB] - Sec Length per train m 151 Multiple Multiple | Max yes stion: 5 Max yes | Emiss day dB(A) 65.7 Cor Emiss day Emiss day dB(A) 65.7 Cor Cor | Km: 0+000 ion level night dB(A) 61.3 rected ion level night - Km: 0+000 ion level night dB(A) 61.3 rected |

| | | F | Rail track: | Direction: | | | Sec | tion: 6 | | Km: 0+000 |
|--|---------------------------------|--|--------------------------|--------------------------------------|-------------------------|----------------------------|--|------------|---------------------------------------|---|
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 42 | 9 | 32 | 151 | yes | 65.7 | 61.3 |
| Track | Coord | dinates of track axis | | Track | Cu | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386796.784 | 3769931.452 | 90.62 | - | | - | - | | - | - |
| 0+209 | 386864.465 | 3770129.156 | 91.43 | - | | - | - | | - | - |
| HSR_2trk_thre | oat7 | F | Rail track: | Direction: | | | Sec | tion: 7 | | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | , | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 42 | 9 | 32 | 151 | yes | 65.7 | 61.3 |
| Track | Coord | dinates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 | 386520.669 | 3769727.961 | 89.92 | - | | - | - | | - | - |
| 0+610 | 386143.202 | 3769324.760 | 91.33 | - | | - | - | | - | - |
| HSR_2trk_cor | nventional_North4 | | Rail track: | Direction: | | | Sec | tion: 8 | | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | ~ | | day | night | <u>'</u> | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 42 | 9 | 32 | 151 | yes | 65.7 | 61.3 |
| Track | Coord | dinates of track axis | | Track | Cu | urve | Multiple | | Cor | rected |
| Station | x | Υ | z | type | rad | dius | reflection | | Emiss | ion level |
| km | | | | [dB] | ſc | dB] | [dB] | | day | night |
| 0+000 | 386779.890 | 3769877.260 | 91.44 | - | | - | - | | - | - |
| 0+237 | 386606.048 | 3769737.832 | 90.09 | - | | - | - | | - | - |
| HSR_2trk_Thi | roat7 | F | Rail track: | Direction: | | | Sec | tion: 9 | | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | , , , , , , , , , , , , , , , , , , , | | day | night | <u>'</u> | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | yes | 63.6 | 59.3 |
| | | | 0 | 3 | 0 | 32 | 203 | - | 55.0 | - |
| Track | Coord | dinates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rad | dius | reflection | ıs | Emiss | ion level |
| Station | | | | 1,700 | | | | | | and and a |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| km 0+000 | 386524.324 | 3769733.414 | 89.89 | • • | | dB] - | [dB] - | | day - | night - |
| km | 386524.324 386139.200 | 3769733.414 3769325.196 | 89.89 91.20 | [dB] | | - | | | day - - | nignt - - |
| km 0+000 0+620 | 386139.200 oat7 | 3769325.196 F | | [dB] | | - | Sec | tion: 10 | - | - |
| km 0+000 0+620 | 386139.200 | 3769325.196 F | 91.20 | [dB] - - | | - | - | | - -) | - |
| km 0+000 0+620 | 386139.200 oat7 | 3769325.196 F | 91.20 | [dB] Direction: | | - | Sec | | - -) | - Km: 0+000 |
| km 0+000 | 386139.200 oat7 | 3769325.196 F | 91.20 | [dB] - Direction: Number o | f trains | - | Sec | | - -) Emiss | Km: 0+000 |
| km 0+000 0+620 | 386139.200 oat7 | 3769325.196 F | 91.20 | [dB] - Direction: Number o | f trains | Speed km/h | Second Length per train m 151 | | Emiss day dB(A) 63.6 | Km: 0+000 |
| km 0+000 0+620 ISR_2trk_thre | 386139.200 oat7 Train | 3769325.196 F | 91.20 Rail track: | [dB] - Direction: Number o day 26 6 | f trains night | Speed km/h 32 32 | Secondary Length per train m 151 203 | Max yes | Emiss day dB(A) 63.6 57.4 | Km: 0+000 ion level night dB(A) 59.3 |
| km 0+000 0+620 HSR_2trk_three | 386139.200 oat7 Train | 3769325.196 F | 91.20 Rail track: | [dB] - Direction: Number o day 26 | f trains night 6 0 | Speed km/h 32 32 urve | Length per train m 151 203 Multiple | Max yes | Emiss day dB(A) 63.6 57.4 | Km: 0+000 ion level night dB(A) 59.3 rected |
| km 0+000 0+620 ISR_2trk_thre | 386139.200 oat7 Train | 3769325.196 F | 91.20 Rail track: | [dB] | f trains night 6 0 Cu | Speed km/h 32 32 urve dius | Length per train m 151 203 Multiple reflection | Max yes | Emiss day dB(A) 63.6 57.4 | Km: 0+000 ion level night dB(A) 59.3 |
| km 0+000 0+620 HSR_2trk_three | 386139.200 oat7 Train Coord X | type dinates of track axis | 91.20 Rail track: 0 0 7 | [dB] | f trains night 6 0 Cu | Speed km/h 32 32 urve | Length per train m 151 203 Multiple | Max yes | Emiss day dB(A) 63.6 57.4 | Km: 0+000 ion level night dB(A) 59.3 rected |
| km 0+000 0+620 HSR_2trk_three | 386139.200 oat7 Train | 3769325.196 type dinates of track axis | 91.20 Rail track: | [dB] | f trains night 6 0 Cu | Speed km/h 32 32 urve dius | Length per train m 151 203 Multiple reflection | Max yes | Emiss day dB(A) 63.6 57.4 Corr | Km: 0+000 ion level night dB(A) 59.3 rected ion level |

| HSR_2trk_throat7 | | F | tail track: | Direction: | | | Sec | tion: 1 | 1 | Km: 0+000 |
|--|---|--|---|--|--|--|---|---------------------|--|--|
| | Train t | type | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | · | _ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 26 6 | 6 0 | 32 32 | 151 203 | yes - | 63.6 57.4 | 59.3 |
| Track | Coord | inates of track axis | ű | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | | Emiss | sion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+072 | 386139.200 386110.318 | 3769325.196 3769258.991 | 91.20 91.92 | - | | - | - | | - | - |
| ISR_2trk-4trak NO | | | Rail track: | Direction: | | | | tion: 12 | | Km: 0+000 |
| ON_LINE HIGH IN | Train t | | tan traon. | Number | of trains | Speed | Length per | | | sion level |
| | Haili | туре | | day | night | Speed | train | Max | day | night |
| | | | | uay | riigiit | km/h | m | IVIAX | dB(A) | |
| | | | 0 | 42 | 9 | 32 | 151 | yes | 65.7 | dB(A) 61.3 |
| Track | Coord | inates of track axis | U | Track | | urve | Multiple | _ | | rected |
| Station | X | Y | z | | | dius | reflection | | | sion level |
| | ^ | ī | | type | | dB] | | 5 | | 1 |
| 0+000 | 386792.782 | 3769919.939 | 91.19 | [dB] - | - | - aBj | [dB] - | | day - | night - |
| 0+000 | 386606.968 | 3769742.417 | 89.89 | _ | | _ | - | | - | |
| outh10_HSR4 | 000000.000 | | Rail track: | Direction: | | | Sec | tion: 13 | 3 | Km: 0+000 |
| 041110_110114 | Train t | | tair traoit. | Number | of trains | Speed | Length per | | | sion level |
| | Haili | туре | | 1 | | Speed | train | Max | | 1 |
| | | | | day | night | Irma/h | | IVIAX | day | night |
| | | | 0 | 18 | 3 | km/h 16 | m 151 | 1/00 | dB(A) | dB(A) 59.5 |
| | | | 0 | 3 | ა 1 | 16 | 203 | yes | 64.8 57.7 | 53.7 |
| Track | Coord | inates of track axis | U | Track | | urve | Multiple | | | rected |
| Station | X | Y | z | type | | dius | reflection | | | sion level |
| km | ^ | ' | _ | [dB] | | dB1 | [dB] | 3 | | night |
| 0+000 | 386026.567 | 3768912.709 | 93.81 | - [UD] | | <u>-</u> | - [ub] | | day - | - Iligiit |
| 0+329 | 386204.848 | 3768677.695 | 83.88 | _ | | _ | - | | _ | _ |
| outh10_HSR4 | | F | tail track: | Direction: | | | Sec | tion: 1 | 4 | Km: 0+000 |
| | | | | Number | of trains | Speed | Length per | | Fmiss | sion level |
| | Train t | type | | | | Opood | | Max | day | night |
| | Train t | type | | 1 | | | train | IVIOA | aay | |
| | Train t | type | | day | night | km/h | train | | dB(A) | dB(A) |
| | Train t | type | 0 | day | | km/h | m | ves | dB(A) 64.8 | dB(A) 59.5 |
| | Train t | type | 0 | 1 | night | | | yes - | dB(A) 64.8 57.7 | dB(A) 59.5 53.7 |
| Track | | inates of track axis | - | day 18 | night 3 1 | 16 | m 151 | - | 64.8 57.7 | 59.5 |
| | | , | - | 18 3 | night 3 1 | 16 16 | m 151 203 | - | 64.8 57.7 Cor | 59.5 53.7 |
| Track | Coord | inates of track axis | 0 | 18 3 Track type | night 3 1 Cu | 16 16 urve dius | m 151 203 Multiple reflection | - | 64.8 57.7 Cor Emiss | 59.5 53.7 rected |
| Track Station km 0+000 | Coord X 386039.054 | inates of track axis Y 3768912.182 | 0 Z 93.75 | day 18 3 Track | night 3 1 Cu | 16 16 urve | m 151 203 Multiple | - | 64.8 57.7 Cor | 59.5 53.7 rected |
| Track Station km 0+000 0+316 | Coord | inates of track axis Y 3768912.182 3768677.695 | 93.75 83.88 | day 18 3 Track type [dB] | night 3 1 Cu | 16 16 urve dius | m 151 203 Multiple reflection [dB] | s | 64.8 57.7 Cor Emiss day | 59.5 53.7 rected sion level night |
| Track Station km 0+000 | Coord X 386039.054 386204.848 | inates of track axis Y 3768912.182 3768677.695 | 0 Z 93.75 | day 18 3 Track type [dB] Direction: | night 3 1 Cu rai | 16 16 urve dius dB] | m 151 203 Multiple reflection [dB] - Sec | s tion: 1 | 64.8 57.7 Cor Emiss day - - | 59.5 53.7 rected sion level night - - Km: 0+000 |
| Track Station km 0+000 0+316 | Coord X 386039.054 | inates of track axis Y 3768912.182 3768677.695 | 93.75 83.88 | day 18 3 Track type [dB] | night 3 1 Cu rai | 16 16 urve dius | m 151 203 Multiple reflection [dB] - Sec | s tion: 1 | 64.8 57.7 Cor Emiss day - - | 59.5 53.7 rected sion level night - Km: 0+000 sion level |
| Track Station km 0+000 0+316 | Coord X 386039.054 386204.848 | inates of track axis Y 3768912.182 3768677.695 | 93.75 83.88 | day 18 3 Track type [dB] Direction: | night 3 1 Cu rai | 16 16 urve dius dB] - - Speed | m 151 203 Multiple reflection [dB] - Sec | s tion: 1 | 64.8 57.7 Cor Emiss day - - 5 Emiss day | 59.5 53.7 rected sion level night - Km: 0+000 sion level night |
| Track Station km 0+000 0+316 | Coord X 386039.054 386204.848 | inates of track axis Y 3768912.182 3768677.695 | 93.75 83.88 Pail track: | day 18 3 Track type [dB] - Direction: Number day | night 3 1 Cu rac [a | 16 16 urve dius dB] - - Speed km/h | m 151 203 Multiple reflection [dB] Sec Length per train m | s tion: 1 | 64.8 57.7 Cor Emiss day - - 5 Emiss day dB(A) | 59.5 53.7 rected sion level night - Km: 0+000 sion level night dB(A) |
| Track Station km 0+000 0+316 | Coord X 386039.054 386204.848 | inates of track axis Y 3768912.182 3768677.695 | 0 Z 93.75 83.88 Rail track: | day 18 3 Track type [dB] - Direction: Number day | night 3 1 Cu rac [a of trains night | 16 16 urve dius dB] - - - Speed km/h | m 151 203 Multiple reflection [dB] - Sec Length per train m 151 | s tion: 1 | 64.8 57.7 Cor Emiss day - - 5 Emiss day dB(A) 64.8 | 59.5 53.7 rected sion level night Km: 0+000 sion level night dB(A) 59.5 |
| Track Station km 0+000 0+316 outh10_HSR4 | Coord X 386039.054 386204.848 Train t | inates of track axis Y 3768912.182 3768677.695 F | 93.75 83.88 Pail track: | day 18 3 Track type [dB] - Direction: Number day 18 3 | night 3 1 Cu rai [d] of trains night 3 1 | 16 16 urve dius dB] - - Speed km/h 16 16 | m 151 203 Multiple reflection [dB] Sec Length per train m 151 203 | s Max yes | 64.8 57.7 Cor Emiss day - - 5 Emiss day dB(A) 64.8 57.7 | 59.5 53.7 rected sion level night - Km: 0+000 sion level night dB(A) 59.5 53.7 |
| Track Station km 0+000 0+316 outh10_HSR4 | Coord X 386039.054 386204.848 Train t | inates of track axis Y 3768912.182 3768677.695 type | 93.75 83.88 Pail track: | day 18 3 Track type [dB] - Direction: Number day 18 3 Track | night 3 1 Cu rac [cu of trains night 3 1 Cu Cu | Speed km/h | m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple | ss tion: 18 Max yes | 64.8 57.7 Cor Emiss day - - 5 Emiss day dB(A) 64.8 57.7 Cor | 59.5 53.7 rected sion level night - Km: 0+000 sion level night dB(A) 59.5 53.7 |
| Track Station km 0+000 0+316 outh10_HSR4 Track Station | Coord X 386039.054 386204.848 Train t | inates of track axis Y 3768912.182 3768677.695 F | 0 Z 93.75 83.88 Rail track: | day 18 3 Track type [dB] - Direction: Number day 18 3 Track type | of trains night | speed km/h 16 16 16 urve dius | m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple reflection | ss tion: 18 Max yes | 64.8 57.7 Cor Emiss day 5 Emiss day dB(A) 64.8 57.7 Cor Emiss | 59.5 53.7 rected sion level night - Km: 0+000 sion level night dB(A) 59.5 53.7 rected sion level |
| Track Station km 0+000 0+316 outh10_HSR4 Track Station km | Coord X 386039.054 386204.848 Train t | inates of track axis Y 3768912.182 3768677.695 type inates of track axis Y | 2 93.75 83.88 Pail track: | day 18 3 Track type [dB] - Direction: Number day 18 3 Track | of trains night | Speed km/h | m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple | s tion: 18 | 64.8 57.7 Cor Emiss day - - 5 Emiss day dB(A) 64.8 57.7 Cor | 59.5 53.7 rected sion level night - Km: 0+000 sion level night dB(A) 59.5 53.7 |
| Track Station km 0+000 0+316 outh10_HSR4 Track Station | Coord X 386039.054 386204.848 Train t | inates of track axis Y 3768912.182 3768677.695 type | 93.75 83.88 Pail track: | day 18 3 Track type [dB] - Direction: Number day 18 3 Track type | of trains night | speed km/h 16 16 16 urve dius | m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple reflection | s tion: 18 | 64.8 57.7 Cor Emiss day 5 Emiss day dB(A) 64.8 57.7 Cor Emiss | 59.5 53.7 rected sion level night - Km: 0+000 sion level night dB(A) 59.5 53.7 rected sion level |

| South10_HSR4 | | | Rail track: | Direction: | | | Sec | tion: 10 | 6 | Km: 0+000 |
|------------------|--------------------------|----------------------------|----------------|--------------|-------------|----------------|------------------------|----------|----------|----------------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| Trools | Coord | inates of track axis | 0 | 3 Track | 1 | 16 | 203 | - | 57.7 | 53.7 rected |
| Track Station | X | Y | Z | | | Curve adius | Multiple reflection | | | ion level |
| km | ^ | ī | ۷ | type [dB] | | [dB] | [dB] | 15 | day | night |
| 0+000 | 386056.081 | 3768911.282 | 93.66 | - [ub] | | - - | [UD] - | | uay - | - Iligiit |
| 0+298 | 386206.171 | 3768683.692 | 83.93 | - | | - | - | | _ | - |
| South10 | | | Rail track: | Direction: | | | Sec | tion: 1 | 7 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| Tunal | 0 | inatas afteralis : | 0 | 3 | 1 | 16 | 203 | L - | 57.7 | 53.7 |
| Track | 1 | inates of track axis | 7 | Track | | Curve | Multiple | | | rected |
| Station | X | Υ | Z | type | | adius | reflection | is | | ion level |
| 0+000 | 386062.371 | 3768915.046 | 93.73 | [dB] - | | [dB] | [dB] | | day | night |
| 0+000 | 386209.772 | 3768691.097 | 93.73 84.02 | - | | - | - | | - | _ |
| South10 | | | Rail track: | Direction: | | | Sec | tion: 1 | 8 | Km: 0+000 |
| | Train | | | Number | of trains | Speed | Length per | | | ion level |
| | | -51-5 | | day | night | 1 5,555 | train | Max | day | night |
| | | | | , | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 3 | 1 | 16 | 203 | L - | 57.7 | 53.7 |
| Track | | inates of track axis | _ | Track | | Curve | Multiple | | | rected |
| Station | X | Υ | Z | type | | adius | reflection | ns | | ion level |
| km | 200072 004 | 270040.000 | 02.50 | [dB] | | [dB] | [dB] | | day | night |
| 0+000 0+278 | 386072.904 386209.772 | 3768910.668 3768691.097 | 93.58 84.02 | - | | - | - | | - | - |
| South10 | 000200.772 | | Rail track: | Direction: | | | Sec | tion: 1 | 9 | Km: 0+000 |
| | Train | | | Number | of trains | Speed | Length per | | | ion level |
| | Train | typo | | day | night | Оросси | train | Max | day | night |
| | | | | day | · · · · · · | km/h | m | IVIOX | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 3 | 1 | 16 | 203 | <u> </u> | 57.7 | 53.7 |
| Track | 1 | inates of track axis | | Track | | Curve | Multiple | | | rected |
| Station | X | Υ | Z | type | | adius | reflection | ns | Emiss | ion level |
| km | 000077.004 | 0700040.070 | 00.57 | [dB] | | [dB] | [dB] | | day | night |
| 0+000 0+272 | 386077.284 386209.772 | 3768910.870 3768691.097 | 89.57 84.02 | - | | - | - | | - | - |
| South10 | 300203.112 | | Rail track: | Direction: | | | Sec | tion: 20 | n | Km: 0+000 |
| 2044110 | Train | | La. Haok. | Number | of trains | Speed | Length per | | | ion level |
| | Halli | .,,,, | | day | night | Оресси | train | Max | day | night |
| | | | | uuy | giit | km/h | m | IVIAA | dB(A) | dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | yes | 64.8 | 59.5 |
| | | | 0 | 3 | 111 | 16 | 203 | - 1 | 57.7 | 53.7 |
| Track | | inates of track axis | | Track | | Curve | Multiple | | | rected |
| Station | X | Υ | Z | type | | adius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | | [dB] | [dB] | | day | night |
| | 200000 700 | 3768906.239 | 89.41 | | | - | - | - | | - |
| 0+000 0+260 | 386088.708 386210.302 | 3768696.653 | 84.06 | | | | | | | |

| South10 | | R | tail track: | Direction: | | | Sec | tion: 2 | | Km: 0+000 |
|----------------|--------------------------|----------------------------|---|------------|-----------|----------|------------|----------|--------------|----------------|
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 18 3 | 3 1 | 16 16 | 151 203 | - | 64.8 57.7 | 59.5 53.7 |
| Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | Cori | ected |
| Station | X | Υ | Z | type | ra | idius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [4 | dB] | [dB] | | day | night |
| 0+000 0+255 | 386093.644 386210.302 | 3768905.678 3768696.653 | 93.38 84.06 | - | | - | - | | - | - |
| South10 | | | ail track: | Direction: | | | Sec | tion: 22 | 2 | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 | 18 | 3 | 16 | 151 | - 1 | 64.8 | 59.5 |
| | | | Ö | 3 | 1 | 16 | 203 | | 57.7 | 53.7 |
| Track | Coordi | nates of track axis | | Track | С | urve | Multiple | | Cori | ected |
| Station | X | Υ | Z | type | | idius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [| dB] | [dB] | | day | night |
| 0+000 0+249 | 386104.970 386210.302 | 3768904.234 3768696.653 | 93.32 84.06 | - | | - | - | | - | - |
| South4 | 0002101002 | | tail track: | Direction: | | | Sec | tion: 23 | 3 | Km: 0+000 |
| | Train t | | | Number | | Speed | Length per | | | ion level |
| | |) F - | | day | night | | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 8 | 8 2 | 32 32 | 151 203 | - | 66.0 59.0 | 60.7 55.0 |
| Track | Coordi | nates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | idius | reflection | | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+128 | 386209.772 386333.643 | 3768691.097 3768659.816 | 84.02 83.82 | - | | - | - | | - | - |
| South2 | 000000.040 | | tail track: | Direction: | | | Sec | tion: 24 | 1 | Km: 0+000 |
| | Train t | | 1 | Number | | Speed | Length per | | | ion level |
| | Train (| ,,,, | | day | night | Оросс | train | Max | day | night |
| | | | | , | g | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - 1 | 69.0 | 63.8 |
| | | | 0 | 17 | 4 | 32 | 203 | - | 62.0 | 58.0 |
| Track | | nates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | idius | reflection | IS | | ion level |
| km | 200405 542 | 0700004.400 | 00.77 | [dB] | [| dB] | [dB] | | day | night |
| 0+000 0+177 | 386425.543 386456.132 | 3768034.133 3767859.838 | 80.77 79.84 | - | | - | - | | - | - |
| South2 | | | tail track: | Direction: | | | Sec | tion: 2 | 5 | Km: 0+000 |
| | Train t | ype | | Number | | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 | 8 | 32 | 151 | - 1 | 66.0 | 60.7 |
| | | | 0 | 8 | 2 | 32 | 203 | - 1 | 59.0 | 55.0 |
| Track | | nates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | | idius | reflection | is | | ion level |
| Station | | | | [dB] | | dB] | [dB] | _ | day | night |
| km | 200222 040 | 2760650 046 | 00.00 | | | | | | | |
| | 386333.643 386425.610 | 3768659.816 3768034.139 | 83.82 80.77 | | | - | - | | | - |

| | | R | tail track: | Direction: | | | Sec | tion: 20 | 6 | Km: 0+000 |
|------------------|--------------------------|----------------------------|-------------------|---------------|-----------|------------|-----------------|----------|--------------|----------------------|
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | , | Ü | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 | 8 | 32 | 151 | - 1 | 66.0 | 60.7 |
| Track | Coordi | inates of track axis | 0 | 8 Track | 2 Cı | 32 urve | 203 Multiple | - | 59.0 Cor | 55.0 |
| Station | X | Υ | z | type | | dius | reflection | | | sion level |
| km | ~ | • | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386334.825 | 3768663.917 | 83.82 | - | | - | - | | - | - |
| 0+890 outh4 | 386460.712 | 3767860.643 | 79.58 Aail track: | Direction: | | - | Sec | tion: 2 | 7 | Km: 0+000 |
| | Train t | | <u> </u> | Number | of trains | Speed | Length per | | | sion level |
| | Haili | уре | | day | night | Speed | train | Max | day | night |
| | | | | day | riigin | km/h | m | IVIAX | dB(A) | dB(A) |
| | | | 0 | 45 | 8 | 32 | 151 | - 1 | 66.0 | 60.7 |
| | | | 0 | 8 | 2 | 32 | 203 | - | 59.0 | 55.0 |
| Track | Coordi | inates of track axis | | Track | Cu | ırve | Multiple | | Cor | rected |
| Station | X | Y | Z | type | rac | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 0+129 | 386210.302 386334.825 | 3768696.653 3768663.917 | 84.06 83.82 | - | | - | - | | - | - |
| oop1 | 300334.023 | | Rail track: | Direction: | | | Sec | tion: 2 | 8 | Km: 0+000 |
| | Train t | vpe | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | ,,,,,, | | day | night | Opeca | train | Max | day | night |
| | | | | | 9 | km/h | m | 111001 | dB(A) | dB(A) |
| Track | Coordi | inates of track axis | | Track | Cu | urve | Multiple | | · / | rected |
| Station | X | Υ | z | type | | dius | reflection | | | sion level |
| km | ^ | | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386334.825 | 3768663.917 | 83.82 | - | | - | - | | - - | - |
| 0+368 | 386626.714 | 3768836.135 | 84.15 | - | | - | - | | - | - |
| outh4_HSR2 | | | tail track: | Direction: | | | | tion: 2 | | Km: 0+000 |
| | Train t | ype | | Number | | Speed | Length per | 1 | | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 8 | 8 2 | 32 | 151 | - | 66.0 | 60.7 |
| Track | Coordi | inates of track axis | 0 | Track | | 32 urve | 203 Multiple | - | 59.0 | 55.0 |
| Station | X | Y | Z | | | dius | reflection | | | sion level |
| km | ^ | ' | ۷ | type [dB] | | dB] | [dB] | 15 | | night |
| 0+000 | 386206.171 | 3768683.692 | 83.93 | - [ub] | Į. | - | [uD] - | | day - | - |
| 0+969 | 386457.662 | 3767878.014 | 79.69 | - | | - | | | - | - |
| outh4_HSR2 | | R | ail track: | Direction: | | | Sec | tion: 3 | 0 | Km: 0+000 |
| | Train t | уре | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 45 | 8 2 | 32 32 | 151 203 | - | 66.0 59.0 | 60.7 55.0 |
| | | | ^ | Q | | | | | | |
| Track | Coordi | inates of track axis | 0 | 8 Track | | irve | Multiple | | Cor | rected |
| Track Station | | inates of track axis | | Track | Cu | urve | Multiple | | | rected sion level |
| Station | Coordi X | inates of track axis | 0 Z | Track type | Cu rac | dius | reflection | | Emiss | ion level |
| | | 1 | | Track | Cu rac | | | | | |

| NUS_12 | | R | tail track: | Direction: | | | Sec | tion: 3 | 1 | Km: 0+000 |
|-----------------|------------|-----------------------|------------------|------------|-----------|-------------|------------------|---------|--------------|-----------------------|
| | Train | type | | Number | of trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 3 | 3 0 | 32 32 | 151 203 | | 61.2 55.0 | 56.5 |
| Track | Coord | linates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | ra | dius | reflection | | | on level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386177.817 | 3769354.950 | 91.92 | - | | - | - | | - | - |
| 0+457 NUS_12 | 386093.644 | 3768905.678 | 93.38 ail track: | Direction: | | - | Sec | tion: 3 | - | Km: 0+000 |
| 100_12 | Train | | all track. | Number | of trains | Speed | Length per | | | on level |
| | ITAIII | туре | | day | night | Speed | train | Max | day | night |
| | | | | aay | 1119111 | km/h | m | William | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - 1 | 61.2 | 56.5 |
| | | | 0 | 3 | 0 | 32 | 203 | - | 55.0 | - |
| Track | | linates of track axis | 7 | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | dius | reflection | IS | | on level |
| 0+000 | 386177.817 | 3769354.950 | 91.92 | [dB] - | | dB] | [dB] - | | day - | night |
| 0+457 | 386104.970 | 3768904.234 | 93.32 | - | | - | - | | - | - |
| US_12 | | | tail track: | Direction: | | | Sec | tion: 3 | 3 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 3 | 3 0 | 32 32 | 151 203 | - | 61.2 55.0 | 56.5 |
| Track | Coord | linates of track axis | 0 | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | | | on level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | - | | - | - | | - | - |
| 0+483 | 386072.904 | 3768910.668 | 93.58 | Directions | | | - | tion. 2 | - | - 1/m: 0:000 |
| \US_12 | Troin | | tail track: | Direction: | of trains | Canad | | tion: 3 | | Km: 0+000 on level |
| | Train | туре | | day | night | Speed | Length per train | Max | day | night |
| | | | | uay | riigiit | km/h | m | IVIAX | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - | 61.2 | 56.5 |
| | | | 0 | 3 | 0 | 32 | 203 | - | 55.0 | - |
| Track | | linates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | IS | | on level |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | [dB] | [0 | dB] | [dB] | | day | night |
| 0+483 | 386062.371 | 3768915.046 | 93.73 | - | | - | - | | - | - |
| US12_futureHSR | | | ail track: | Direction: | | | Sec | tion: 3 | 5 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | | on level |
| | | | | day | night | | train | Мах | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - | 61.2 | 56.5 |
| Track | Coord | linates of track axis | 0 | 3 Track | 0 | urve 32 | 203 Multiple | / | 55.0 | ected |
| Station | X | inates of track axis | z | type | | dius | reflection | | | on level |
| km | ^ | | - | [dB] | | dius dB] | [dB] | | day | night |
| 0+000 | 386056.081 | 3768911.282 | 93.66 | - [uD] | | - | - [0D] | | - | - |
| 0+398 | 386134.905 | 3769300.687 | 91.92 | - | | - | - | - 1 | _ | - |
| 0+398 | 386134.905 | 3769300.687 | 91.92 | | | - | - | | - | |

| AUS_12 | | | ail track: | Direction: | | | 1 | tion: 36 | | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|--------------|-----------|------------|-----------------|-----------|----------|------------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - | 61.2 | 56.5 |
| Track | Coord | linates of track axis | 0 | 3 Track | 0 | urve 32 | 203 Multiple | - | 55.0 | ected |
| Station | X | Y | Z | | | idius | reflection | | | ion level |
| km | ^ | ľ | 2 | type [dB] | | dB] | [dB] | 15 | | 1 |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | [ub] - | L | <u>ubj</u> | [ub] - | | day - | night |
| 0+481 | 386077.284 | 3768910.870 | 89.57 | - | | - | - | | _ | _ |
| AUS_12 | | R | ail track: | Direction: | | | Sec | ction: 37 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 32 | 151 | - | 61.2 | 56.5 |
| Tuesda | 0 | Part and the standards | 0 | 3 | 0 | 32 | 203 | I - | 55.0 | - |
| Track | 1 | linates of track axis | 7 | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | idius | reflection | าร | | ion level |
| km | 206170 400 | 2760204 047 | 04.00 | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+483 | 386178.406 386088.708 | 3769381.047 3768906.239 | 91.92 89.41 | - | | - | - | | - | - |
| hroat7 | 000000.700 | | ail track: | Direction: | | | Sec | ction: 38 | | Km: 0+000 |
| | Train | | | Number | of trains | Speed | Length per | | | ion level |
| | riani | .,,,, | | day | night | l opoou | train | Max | day | night |
| | | | | uay | ing.i. | km/h | m | I Wildix | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | - 1 | 63.6 | 59.3 |
| | _ | | 0 | 6 | 0 | 32 | 203 | <u> </u> | 57.4 | - |
| Track | | linates of track axis | _ | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | idius | reflection | ns | | ion level |
| 0+000 | 386218.875 | 3769479.511 | 89.92 | [dB] - | L | dB] | [dB] - | | day - | night - |
| 0+000 | 386528.833 | 3769712.436 | 89.92 | - | | - | | | - | _ |
| hroat7 | | | ail track: | Direction: | | | Sec | ction: 39 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | , | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | 1 - 1 | 63.6 | 59.3 |
| | | | 0 | 6 | 0 | 32 | 203 | - | 57.4 | - |
| Track | 1 | linates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | idius | reflection | ns | | ion level |
| km | 000010 =15 | 0700 (70 715 | 60.00 | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+094 | 386218.718 386178.905 | 3769479.515 3769394.567 | 89.92 91.92 | - | | | - | | - | - |
| hroat7 | 500170.803 | | ail track: | Direction: | | | Sec | ction: 40 | - | Km: 0+000 |
| III Juli | Train | | an traox. | Number | of trains | Speed | Length per | | | ion level |
| | Halli | typo | | day | night | Opecu | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIAA | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | - 1 | 63.6 | 59.3 |
| | | | 0 | 6 | 0 | 32 | 203 | - 4 | 57.4 | - |
| Track | Coord | linates of track axis | | Track | С | urve | Multiple | - 1 | | ected |
| Station | X | Υ | z | type | | idius | reflection | | | ion level |
| Station | | | | [dB] | | dB] | [dB] | | day | night |
| km | | | | | | | | _ | | |
| | 386174.760 386527.929 | 3769396.376 3769722.157 | 89.92 89.92 | - | | - | - | | - | - |

| | | | Rail track: | Direction: | | | Sec | tion: 4 | 1 | Km: 0+000 |
|---|---|---|---|---|--|--|--|----------|--|--|
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | , | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | - | 63.6 | 59.3 |
| Track | Coord | inates of track axis | 0 | 6 Track | 0 | urve 32 | 203 Multiple | - | 57.4 | rected |
| Station | X | Y | Z | | | dius | reflection | | | sion level |
| | ^ | ī | | type | | dB] | [dB] | 15 | | 1 |
| 0+000 | 386174.793 | 3769396.361 | 89.92 | [dB] - | Ic | авј | [dB] | | day | night |
| 0+000 | 386528.159 | 3769717.272 | 89.92 | - | | - | - | | - | - |
| _oop1 | | F | Rail track: | Direction: | | | Sec | tion: 42 | 2 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 60 | 0 | 32 | 151 | - 1 | 67.3 | - |
| Track | Coord | inates of track axis | | Track | Cı | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ıs | Emiss | sion level |
| km | | | | [dB] | ſ | dB] | [dB] | | day | night |
| 0+000 | 386626.714 | 3768836.135 | 84.15 | - | - | - | - | | - | - |
| 0+754 | 386721.490 | 3769547.532 | 89.92 | <u>-</u> | | - | | | | - |
| NE_5trk | | F | Rail track: | Direction: | | | Sec | tion: 43 | 3 | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | 9 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 36 | 8 | 32 | 151 | - 1 | 65.1 | 60.7 |
| | | | 0 | 8 | 0 | 32 | 203 | - | 58.9 | _ |
| Track | Coord | inates of track axis | | Track | Cı | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ıs | Emiss | sion level |
| | | | | [dB] | T _C | dB] | [4D] | | day | night |
| km | | | | IUDI | | uD | [dB] | | uay | HIGHT |
| 0+000 | 386528.833 | 3769712.436 | 89.92 | - - | | - I | - [UD] | | - uay | - Iligiit |
| 0+000 0+107 | 386635.696 | 3769718.031 | 91.31 | - | | - | - | | - - | - |
| 0+000 0+107 | | 3769718.031 | | Direction: | | - | Sec | tion: 4 | - - 4 | - - Km: 0+000 |
| 0+000 0+107 | 386635.696 | 3769718.031 N F | 91.31 | - | | - | - | | - - 4 | - |
| 0+000 0+107 | 386635.696 BL, 20% Metrolink I | 3769718.031 N F | 91.31 | Direction: | | - | Sec | | - - 4 | - - Km: 0+000 |
| 0+000 0+107 | 386635.696 BL, 20% Metrolink I | 3769718.031 N F | 91.31 | Direction: Number of day | of trains | Speed km/h | Secondary Second | | Emiss day dB(A) | Km: 0+000 sion level night dB(A) |
| 0+000 0+107 AmtrakEast, SR | 386635.696 BL, 20% Metrolink I Train | 3769718.031 N F | 91.31 | Direction: Number of day | of trains night | Speed km/h | Secondary Second | Max - | Emiss day dB(A) 60.3 | Km: 0+000 sion level night dB(A) 57.7 |
| 0+000 0+107 | 386635.696 BL, 20% Metrolink I Train | 3769718.031 N F type | 91.31 Rail track: | Direction: Number of day | of trains night | Speed km/h | Secondary Length per train m 151 Multiple | Max - | Emiss day dB(A) 60.3 | Km: 0+000 sion level night dB(A) |
| 0+000 0+107 AmtrakEast, SR | 386635.696 BL, 20% Metrolink I Train | 3769718.031 N F | 91.31 Rail track: | Direction: Number of day 12 Track type | of trains night 4 Cu | Speed km/h 32 urve dius | Secondary Length per train m 151 Multiple reflection | Max - | Emiss day dB(A) 60.3 | Km: 0+000 sion level night dB(A) 57.7 |
| 0+000 0+107 AmtrakEast, SR Track Station km | 386635.696 BL, 20% Metrolink I Train | 3769718.031 N F type inates of track axis | 91.31 Rail track: | Direction: Number of day 12 Track | of trains night 4 Cu | Speed km/h 32 urve | Secondary Length per train m 151 Multiple | Max - | Emiss day dB(A) 60.3 | Km: 0+000 sion level night dB(A) 57.7 |
| 0+000 0+107 AmtrakEast, SI Track Station km 0+000 | 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 | 3769718.031 N F type inates of track axis | 91.31 Rail track: 0 Z 89.92 | Direction: Number of day 12 Track type | of trains night 4 Cu | Speed km/h 32 urve dius | Secondary Length per train m 151 Multiple reflection | Max - | Emiss day dB(A) 60.3 Cor | Km: 0+000 sion level night dB(A) 57.7 rected sion level |
| O+000 0+107 AmtrakEast, SR Track Station km 0+000 0+309 | 386635.696 BL, 20% Metrolink I Train | 3769718.031 N F type inates of track axis Y 3769725.686 3769750.728 | 91.31 Rail track: 0 Z 89.92 91.91 | Direction: Number of day 12 Track type [dB] | of trains night 4 Cu | Speed km/h 32 urve dius | Secondary Length per train m 151 Multiple reflection [dB] | Max - | day dB(A) 60.3 Cor Emiss day | Km: 0+000 sion level night dB(A) 57.7 rected sion level night - |
| O+000 0+107 AmtrakEast, SR Track Station km 0+000 0+309 | 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 | 3769718.031 N F type inates of track axis Y 3769725.686 3769750.728 | 91.31 Rail track: 0 Z 89.92 | Direction: Number of day 12 Track type [dB] Direction: | of trains night 4 Cu rae | Speed km/h 32 urve dius dB] | Secondary Second | Max - is | day dB(A) 60.3 Cor Emiss day | Km: 0+000 sion level night dB(A) 57.7 rected sion level night - Km: 0+000 |
| O+000 0+107 AmtrakEast, SE Track Station km 0+000 0+309 | 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 | 3769718.031 N F type inates of track axis Y 3769725.686 3769750.728 | 91.31 Rail track: 0 Z 89.92 91.91 | Direction: Number of day 12 Track type [dB] | of trains night 4 Cu rae | Speed km/h 32 urve dius | Secondary Length per train m 151 Multiple reflection [dB] | Max - is | day dB(A) 60.3 Cor Emiss day | Km: 0+000 sion level night dB(A) 57.7 rected sion level night - |
| 0+000 0+107 AmtrakEast, SI Track Station km 0+000 | 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 | 3769718.031 N F type inates of track axis Y 3769725.686 3769750.728 | 91.31 Rail track: 0 Z 89.92 91.91 | Direction: Number of day 12 Track type [dB] Direction: | of trains night 4 Cu rae | Speed km/h 32 urve dius dB] Speed | Length per train m 151 Multiple reflection [dB] - Sec Length per train | Max - is | Emiss day dB(A) 60.3 Cor Emiss day Emiss day | Km: 0+000 sion level night dB(A) 57.7 rected sion level night - Km: 0+000 sion level night |
| O+000 0+107 AmtrakEast, SI Track Station km 0+000 0+309 Riverside | 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 Train | 3769718.031 N F type inates of track axis Y 3769725.686 3769750.728 F type | 91.31 Rail track: 0 Z 89.92 91.91 | Direction: Number of day 12 Track type [dB] Direction: Number of day | of trains night 4 Cu rai [u of trains night | Speed km/h 32 urve dius dB] - Speed km/h | Length per train m 151 Multiple reflection [dB] - Sec Length per train m | Max | Emiss day dB(A) 60.3 Cor Emiss day 5 Emiss day dB(A) | Km: 0+000 sion level night dB(A) 57.7 rected sion level night - Km: 0+000 sion level night dB(A) |
| O+000 0+107 AmtrakEast, SI Track Station km 0+000 0+309 Riverside | 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 Train | 3769718.031 N F type inates of track axis Y 3769725.686 3769750.728 F type inates of track axis | 91.31 Rail track: 0 Z 89.92 91.91 Rail track: | Direction: Number of day 12 Track type [dB] Direction: Number of day Track | of trains night 4 Cu rai [d] of trains night | Speed km/h 32 urve dius dB] Speed km/h urve | Secondary Length per train m 151 Multiple reflection [dB] - Secondary Length per train m Multiple | Max - ss | Emiss day dB(A) 60.3 Cor Emiss day 5 Emiss day dB(A) Cor | Km: 0+000 sion level night dB(A) 57.7 rected sion level night - Km: 0+000 sion level night dB(A) |
| O+000 0+107 AmtrakEast, St Track Station km 0+000 0+309 Riverside Track Station | 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 Train | 3769718.031 N F type inates of track axis Y 3769725.686 3769750.728 F type | 91.31 Rail track: 0 Z 89.92 91.91 | Direction: Number of day 12 Track type [dB] Direction: Number of day Track type | of trains night 4 Cu rai gu of trains night Cu rai | Speed km/h 32 urve dius dB] Speed km/h urve dius | Secondary Length per train m 151 Multiple reflection [dB] - Secondary Length per train m Multiple reflection | Max - ss | Emiss day dB(A) 60.3 Cor Emiss day 5 Emiss day dB(A) Cor Emiss | Km: 0+000 sion level night dB(A) 57.7 rected sion level night - Km: 0+000 sion level night dB(A) |
| O+000 0+107 AmtrakEast, SI Track Station km 0+000 0+309 Riverside | 386635.696 BL, 20% Metrolink I Train Coord X 386603.806 386912.028 Train | 3769718.031 N F type inates of track axis Y 3769725.686 3769750.728 F type inates of track axis | 91.31 Rail track: 0 Z 89.92 91.91 Rail track: | Direction: Number of day 12 Track type [dB] Direction: Number of day Track | of trains night 4 Cu rai gu of trains night Cu rai | Speed km/h 32 urve dius dB] Speed km/h urve | Secondary Length per train m 151 Multiple reflection [dB] - Secondary Length per train m Multiple | Max - ss | Emiss day dB(A) 60.3 Cor Emiss day 5 Emiss day dB(A) Cor | Km: 0+000 sion level night dB(A) 57.7 rected sion level night - Km: 0+000 sion level night dB(A) |

| North4 | | | Rail track: | Direction: | | | Sec | tion: 40 | 6 | Km: 0+000 |
|--------------|------------|----------------------|-------------|------------------|-----------|---------|------------|----------|----------|------------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 42 | 9 | 32 | 151 | - | 65.7 | 61.3 |
| Track | Coord | inates of track axis | | Track | Cı | urve | Multiple |) | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386592.696 | 3769724.249 | 89.92 | - | | - | - | | - | - |
| 0+595 | 386894.000 | 3770187.092 | 91.44 | - | | - | - | | - | - |
| South5_noHSR | | F | Rail track: | Direction: | | | Sec | tion: 4 | 7 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - 1 | 69.0 | 63.8 |
| | | | 0 | 17 | 4 | 32 | 203 | _ | 62.0 | 58.0 |
| Track | Coord | inates of track axis | ű | Track | | urve | Multiple | | | rected |
| Station | x | Y | z | type | | dius | reflection | | | ion level |
| km | , | | _ | [dB] | | dB] | [dB] | . | day | night |
| 0+000 | 386460.712 | 3767860.643 | 79.58 | <u>[uБ]</u> - | LC LC | - | [ub] - | | uay - | - Iligitt |
| 0+000 | 386417.138 | 3768147.017 | 80.77 | - | | - | - | | - | _ |
| oop2 | | | Rail track: | Direction: | | | Sec | tion: 48 | 3 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Fmiss | ion level |
| | riami | .,,,,, | | day | night | l opoou | train | Max | day | night |
| | | | | uay | riigitt | Irma/b | | IVIAA | • | _ |
| | | | 0 | 20 | | km/h | m | | dB(A) | dB(A) |
| Trook | Cocad | ington of track and | 0 | 30 | 0 | 32 | 203 | - | 64.5 | rooted |
| Track | 1 | inates of track axis | _ | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ns | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386630.738 | 3769696.557 | 90.55 | - | | - | - | | - | - |
| 0+037 | 386663.231 | 3769678.137 | 90.50 | Direction: | | - | - 0 | tion: 4 | - | /m, 0, 000 |
| South5_noHSR | | | Rail track: | | | Ι ο . | | tion: 49 | | Km: 0+000 |
| | Train | type | | Number | | Speed | Length per | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - | 69.0 | 63.8 |
| | | | 0 | 17 | 4 | 32 | 203 | إنا | 62.0 | 58.0 |
| Track | | inates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386456.132 | 3767859.838 | 79.84 | - | | - | - | | - | - |
| 0+177 | 386425.543 | 3768034.133 | 80.77 | - | | - | - | | - | - |
| South5_noHSR | | | Rail track: | Direction: | | | _ | tion: 50 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - 1 | 69.0 | 63.8 |
| | | | 0 | 17 | 4 | 32 | 203 | | 62.0 | 58.0 |
| Track | Coord | inates of track axis | | Track | Cı | urve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386425.610 | 3768034.139 | 80.77 | - [~] | | - | - | | - | |
| | | | | _ | | _ | - | | - | _ |
| 0+116 | 386412.591 | 3768149.464 | 80.77 | - | | - | - | | - | |

| Throat7 | | R | ail track: | Direction: | | | Sec | tion: 51 | | Km: 0+000 |
|------------------|--------------------------|---------------------------------|------------------|--------------|--|----------|-----------------|----------|---------------|-----------|
| | Train t | type | | Number | | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 26 6 | 6 0 | 32 32 | 151 203 | - | 63.6 57.4 | 59.3 |
| Track | Coord | inates of track axis | 0 | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386178.905 | 3769394.567 | 91.92 | - | | - | - | | - | - |
| 0+104 hroat7 | 386134.905 | 3769300.687 | 91.92 ail track: | Direction: | | - | - Sec | tion: 52 | - | Km: 0+000 |
| Tiloati | Train t | | all track. | Number | of trains | Speed | Length per | | | ion level |
| | Haili | уре | | day | night | Speed | train | Max | day | night |
| | | | | day | 1119111 | km/h | m | IVIOX | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | - 1 | 63.6 | 59.3 |
| | | | 0 | 6 | 0 | 32 | 203 | - | 57.4 | - |
| Track | | inates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | dius | reflection | IS | | ion level |
| km | 000171 | 070000 | 22 | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+152 | 386174.760 386110.318 | 3769396.376 3769258.991 | 89.92 91.92 | - | | - | - | | - | - |
| hroat7 | 000110.010 | | ail track: | Direction: | | | Sec | tion: 53 | | Km: 0+000 |
| | Train t | type | | Number | of trains | Speed | Length per | | | ion level |
| | | 71 - | | day | night | | train | Max | day | night |
| | | | | , | , and the second | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | - | 63.6 | 59.3 |
| Track | Coord | inates of track axis | 0 | 6 Track | 0 | urve 32 | 203 Multiple | - | 57.4 | ected - |
| Station | X | Y | z | type | | dius | reflection | | | ion level |
| km | ^ | ' | _ | [dB] | | dB] | [dB] | " | day | night |
| 0+000 | 386207.420 | 3769444.399 | 89.92 | - | | - | - | | - | - |
| 0+420 | 386491.280 | 3769703.788 | 89.92 | - | | - | - | | - | - |
| hroat7 | | | ail track: | Direction: | | | Sec | tion: 54 | | Km: 0+000 |
| | Train t | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | 00 | | km/h | m | | dB(A) | dB(A) |
| | | | 0 0 | 26 6 | 6 0 | 32 32 | 151 203 | | 63.6 57.4 | 59.3 |
| Track | Coord | inates of track axis | U | Track | | urve | Multiple | | | ected |
| Station | X | Y | z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386207.338 | 3769444.437 | 89.92 | - | | - | - ' | | - | - |
| 0+070 | 386178.406 | 3769381.047 | 91.92 | - | | - | | | - | - |
| _AUS_12 | | | ail track: | Direction: | | | | tion: 55 | | Km: 0+000 |
| | Train t | type | | Number | | Speed | Length per | 1 | | ion level |
| | | | | day | night | 1 | train | Max | day | night |
| | | | 0 | 15 | 2 | km/h | M 151 | | dB(A) 64.0 | dB(A) |
| | | | 0 | 15 3 | 3 0 | 16 16 | 151 203 | | 64.0 57.7 | 59.3 - |
| | Coord | inates of track axis | | Track | | urve | Multiple | | | ected |
| Track | Coord | | 7 | | | dius | reflection | | | ion level |
| Track Station | X | Υ | Z | LYDE | | | | | | |
| | | Υ | 2 | type [dB] | | dB] | [dB] | | day | night |
| Station | | Y 3769354.950 3769425.526 | 91.92 89.92 | | | dB] - | [dB] | - | | |

| LAUS_12 | | R | ail track: | Direction: | | | Sec | tion: 56 | 3 | Km: 0+000 |
|------------------------|--|----------------------------|----------------|----------------------------------|--------------|--------------------------|--------------------------------------|----------|--------------------------------|---------------------------|
| | Train t | уре | | Number o | of trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 15 6 | 3 0 | 16 16 | 151 203 | - | 64.0 60.1 | 59.3 |
| Track | Coordi | nates of track axis | | Track | Cı | ırve | Multiple | | Corr | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | s | Emissi | on level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+532 | 386203.614 386109.172 | 3769425.526 3768903.494 | 89.92 93.32 | - | | - | - | | - | - |
| _AUS_12 | | R | ail track: | Direction: | | | Sec | tion: 57 | 7 | Km: 0+000 |
| | Train t | уре | | Number o | of trains | Speed | Length per | | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | 0 | 15 | | km/h | M 451 | | dB(A) | dB(A) |
| | | | 0 | 15 6 | 3 0 | 16 16 | 151 203 | - | 64.0 60.1 | 59.3 - |
| Track | Coordi | nates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | | | on level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+532 | 386203.614 386121.048 | 3769425.526 3768901.251 | 89.92 93.10 | - | | - | - | | - | - |
| AUS12 | 300121.040 | | ail track: | Direction: | | - | Sec | tion: 58 | 3 | Km: 0+000 |
| - 10012 | Train t | | | Number o | of trains | Speed | Length per | | | on level |
| | Train (| ypo | | day | night | Оросси | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIGA | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 16 | 151 | - | 64.0 | 59.3 |
| Track | Coordi | nates of track axis | 0 | 3 Track | 0 | urve 16 | 203 Multiple | - | 57.7 Corr | ected |
| Station | X | Y | Z | type | | dius | reflection | | | on level |
| km | ^ | · | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 0+399 | 386044.035 386134.905 | 3768914.069 3769300.687 | 93.78 91.92 | - | | - | - | | - | - |
| _AUS12 | 300134.903 | | ail track: | Direction: | | - | Sec | tion: 59 | <u>-</u> | Km: 0+000 |
| 2,100,12 | Train t | | un tracit. | Number of | of trains | Speed | Length per | | | on level |
| | Train (| ypo | | day | night | Оросси | train | Max | day | night |
| | | | | uay | ing.it | km/h | m | Wilde | dB(A) | dB(A) |
| | | | 0 | 15 | 3 | 16 | 151 | - | 64.0 | 59.3 |
| | | | 0 | 3 | 0 | 16 | 203 | - | 57.7 | - |
| Track | The second secon | nates of track axis | | Track | | ırve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | s | | on level |
| km | 000000 | 0700612 125 | 00 == | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+354 | 386039.054 386110.318 | 3768912.182 3769258.991 | 93.75 91.92 | - | | _ | - | | - | - |
| J 1007 | 555110.510 | | ail track: | Direction: | | | Sec | tion: 60 |) | Km: 0+000 |
| LAUS12 | | | | Number of | of trains | Speed | Length per | | | on level |
| LAUS12 | Train t | vpe | | | night | | train | Max | day | night |
| LAUS12 | Train t | ype | | dav | | | | | | _ |
| _AUS12 | Train t | ype | | day | riigitt | km/h | m | | dB(A) | (BIA) |
| AUS12 | Train t | ype | 0 | day 15 | 3 | km/h 16 | m 151 | - | dB(A) 64.0 | dB(A) 59.3 |
| | | | 0 | 15 | 3 | 16 16 | 151 203 | - 1 | 64.0 57.7 | 59.3 |
| Track | Coordi | nates of track axis | 0 | 15 | 3 0 | 16 16 urve | 151 203 Multiple | -1 | 64.0 57.7 Corr | 59.3 ected |
| Track Station | | | | 15 3 Track type | 3 0 Cu | 16 16 urve dius | 151 203 Multiple reflection | -1 | 64.0 57.7 Corr Emissi | 59.3 ected on level |
| Track Station km | Coordi X | nates of track axis Y | 0 Z | 15 3 Track type [dB] | 3 0 Cu | 16 16 urve | 151 203 Multiple | -1 | 64.0 57.7 Corr | 59.3 - |
| Track Station | Coordi | nates of track axis | 0 | 15 3 Track type | 3 0 Cu | 16 16 urve dius | 151 203 Multiple reflection | -1 | 64.0 57.7 Corr Emissi | 59.3 ected on level |

| | : | | tail track: | Direction: | | _ | Sec | tion: 6 | _ | Km: 0+000 |
|---|--|--|--|---|---|---|--|---|--|--|
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| Track | Coord | dinates of track axis | | Track | Cu | irve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | | Emiss | sion level |
| km | | | | [dB] | Ic | IB1 | [dB] | | day | night |
| 0+000 | 386006.651 | 3768862.937 | 91.29 | - | | - | - [] | | - | - |
| 0+853 | 385999.210 | 3769650.932 | 88.37 | - | | _ | - | | - | _ |
| GoldSB_Reloc | ; | | ail track: | Direction: | | | Sec | tion: 6 | 2 | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | sion level |
| | | 71 - | | day | night | | train | Max | day | night |
| | | | | | 9 | km/h | m | | dB(A) | dB(A) |
| Track | Coord | dinates of track axis | | Track | Cı | irve | Multiple | | | rected |
| Station | x | Y | Z | type | | dius | reflection | | | sion level |
| km | ^ | ' | _ | [dB] | | IB] | [dB] | 13 | | night |
| 0+000 | 386001.861 | 3768863.845 | 89.92 | [ub] - | | - | լսեյ | | day - | riigiti |
| 0+000 | 385995.788 | 3769646.440 | 88.31 | - | | _ | | | | _ |
| _oop2 | 000000.700 | | tail track: | Direction: | | | Sec | tion: 6 | | Km: 0+000 |
| _00pz | T'- | | tair track. | | f trains | Central | | | | |
| | Train | туре | | Number | | Speed | Length per | | | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 0 | 32 | 203 | <u> </u> | 64.5 | - |
| | | dinates of track axis | | Track | | irve | Multiple | | | rrected |
| Track | | | | | | 4: | reflection | | - Fmics | sion level |
| Track Station | Coord X | Y | Z | type | rac | | | is | EIIIISS | Sion level |
| Station km | X | Y | | type [dB] | | ilus IB] | [dB] | ns . | day | night |
| Station km 0+000 | X 386731.600 | Y 3769516.995 | 89.92 | [dB] - | [c | | | is . | | 1 |
| Station km 0+000 0+053 | X | Y 3769516.995 3769569.313 | 89.92 89.92 | [dB] - - | [c | IB] | [dB] - - | | day - - | night - - |
| Station km 0+000 0+053 | X 386731.600 386722.218 | Y 3769516.995 3769569.313 | 89.92 | [dB] Direction: | [c | IB] - - | [dB] - - Sed | ction: 6 | day - - 4 | night - - Km: 0+000 |
| Station km 0+000 0+053 | X 386731.600 | Y 3769516.995 3769569.313 | 89.92 89.92 | [dB] - - | [c | IB] | [dB] - - | ction: 6 | day - - 4 | night - - |
| Station km 0+000 0+053 | X 386731.600 386722.218 | Y 3769516.995 3769569.313 | 89.92 89.92 | [dB] Direction: | [c | IB] - - | [dB] - - Sed | ction: 6 | day - - 4 | night - - Km: 0+000 |
| Station km 0+000 0+053 | X 386731.600 386722.218 | Y 3769516.995 3769569.313 | 89.92 89.92 | [dB] Direction: | of trains | IB] - - | [dB] Sec | ction: 6 | day - - - 4 Emiss | night Km: 0+000 |
| Station km 0+000 0+053 | X 386731.600 386722.218 | Y 3769516.995 3769569.313 | 89.92 89.92 | [dB] Direction: | of trains | Speed km/h | [dB] Sec Length per train m 151 | ction: 6 | day - 4 Emiss day dB(A) 65.1 | might Km: 0+000 sion level night |
| Station km 0+000 0+053 NE_5trk | X 386731.600 386722.218 Train | Y 3769516.995 3769569.313 R type | 89.92 89.92 Pail track: | [dB] Direction: Number of day 36 8 | of trains night | Speed km/h 32 32 | [dB] Sec Length per train m 151 203 | tion: 6 | day | Km: 0+000 sion level night dB(A) 60.7 |
| Station km 0+000 0+053 NE_5trk | X 386731.600 386722.218 Train | Y 3769516.995 3769569.313 | 89.92 89.92 Pail track: | [dB] Direction: Number of day 36 | of trains night 8 0 | Speed km/h 32 32 | [dB] Sec Length per train m 151 203 Multiple | Max | day | might Km: 0+000 sion level night dB(A) 60.7 |
| Station km 0+000 0+053 NE_5trk | X 386731.600 386722.218 Train | Y 3769516.995 3769569.313 R type | 89.92 89.92 Pail track: | [dB] Direction: Number of day 36 8 | of trains night 8 0 | Speed km/h 32 32 | [dB] Sec Length per train m 151 203 | Max | day | Km: 0+000 sion level night dB(A) 60.7 |
| Station km 0+000 0+053 NE_5trk Track Station km | X 386731.600 386722.218 Train | Y 3769516.995 3769569.313 R type | 89.92 89.92 Rail track: | [dB] Direction: Number of day 36 8 Track | of trains night 8 0 Cu | Speed km/h 32 32 | [dB] Sec Length per train m 151 203 Multiple | Max | day | might Km: 0+000 sion level night dB(A) 60.7 |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 | X 386731.600 386722.218 Train Coord X 386527.929 | Y 3769516.995 3769569.313 R type dinates of track axis Y 3769722.157 | 89.92 89.92 Pail track: | [dB] Direction: Number of day 36 8 Track type [dB] | of trains night 8 0 Cu | Speed km/h 32 32 irve dius | [dB] | Max | day | rrected |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 | X 386731.600 386722.218 Train | Y 3769516.995 3769569.313 R type | 89.92 89.92 Rail track: | [dB] Direction: Number of day 36 8 Track type [dB] | of trains night 8 0 Cu | Speed km/h 32 32 irve dius B] | [dB] Sec Length per train m 151 203 Multiple reflection [dB] | Max | day | rrected |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 | X 386731.600 386722.218 Train Coord X 386527.929 | 3769516.995 3769569.313 R type dinates of track axis Y 3769722.157 3769730.723 | 89.92 89.92 Pail track: | [dB] Direction: Number of day 36 8 Track type [dB] | of trains night 8 0 Cu | Speed km/h 32 32 irve dius B] | [dB] Sec Length per train m 151 203 Multiple reflection [dB] | Max | day | rrected sion level night |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 | X 386731.600 386722.218 Train Coord X 386527.929 | Y 3769516.995 3769569.313 R type dinates of track axis | 89.92 89.92 Rail track: 0 0 2 89.92 89.92 | [dB] Direction: Number of day 36 8 Track type [dB] | of trains night 8 0 Cu | Speed km/h 32 32 irve dius B] | [dB] Sec Length per train m 151 203 Multiple reflection [dB] | Max | day | rrected sion level night |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 | X 386731.600 386722.218 Train Coord X 386527.929 386607.050 | Y 3769516.995 3769569.313 R type dinates of track axis | 89.92 89.92 Rail track: 0 0 2 89.92 89.92 | [dB] Direction: Number of day 36 8 Track type [dB] Direction: | of trains night 8 0 Cu | Speed km/h 32 32 irve dius B] | [dB] Sec Length per train m 151 203 Multiple reflection [dB] Sec | Max | day | rected sion level night |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 | X 386731.600 386722.218 Train Coord X 386527.929 386607.050 | Y 3769516.995 3769569.313 R type dinates of track axis | 89.92 89.92 Rail track: 0 0 2 89.92 89.92 | [dB] Direction: Number of day 36 8 Track type [dB] - Direction: Number of day | of trains night 8 0 Cu rac [c | Speed km/h 32 32 srve dius B] Speed | [dB] | Max | day 4 Emiss day dB(A) 65.1 58.9 Cor Emiss day 5 Emiss day | rected sion level night hight hight hight hight hight hight high high |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 | X 386731.600 386722.218 Train Coord X 386527.929 386607.050 | Y 3769516.995 3769569.313 R type dinates of track axis | 89.92 89.92 Rail track: 0 0 2 89.92 89.92 | [dB] Direction: Number of day 36 8 Track type [dB] - Direction: Number of day | of trains night 8 0 Cu rac [c | Speed km/h 32 32 irve dius B] | [dB] | Max | day 4 Emiss day dB(A) 65.1 58.9 Cor Emiss day 5 Emiss | might Km: 0+000 sion level night dB(A) 60.7 rrected sion level night - Km: 0+000 sion level |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 | X 386731.600 386722.218 Train Coord X 386527.929 386607.050 | Y 3769516.995 3769569.313 R type dinates of track axis | 89.92 89.92 Rail track: 0 0 0 Z 89.92 89.92 Rail track: | [dB] Direction: Number of day 36 8 Track type [dB] Direction: Number of day | of trains night 8 0 Cu rac [cu | Speed km/h 32 32 strve dius B] Speed km/h | [dB] | Max | day 4 Emiss day dB(A) 65.1 58.9 Cor Emiss day 5 Emiss day dB(A) | rected sion level night hight hight hight hight hight hight high high |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 | X 386731.600 386722.218 Train Coord X 386527.929 386607.050 Train | Y 3769516.995 3769569.313 R type dinates of track axis | 89.92 89.92 Rail track: 0 0 7 89.92 89.92 Rail track: | [dB] Direction: Number of day 36 8 Track type [dB] Direction: Number of day 36 | of trains night 8 0 Cu race [cc] of trains night | Speed km/h 32 32 sirve dius BB Speed km/h 32 32 | [dB] | Max | day | rected sion level night hight hight hight hight hight hight high high |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 NE_5trk | X 386731.600 386722.218 Train Coord X 386527.929 386607.050 Train | Y 3769516.995 3769569.313 R type dinates of track axis Y 3769722.157 3769730.723 R type | 89.92 89.92 Rail track: 0 0 7 89.92 89.92 Rail track: | [dB] Direction: Number of day 36 8 Track type [dB] Direction: Number of day 36 8 | of trains night 8 0 Cu rac [d of trains night 8 0 Cu rac [d of trains night | Speed km/h 32 32 sirve dius BB Speed km/h 32 32 | [dB] | Max Ans | day | rected sion level night |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 NE_5trk | X 386731.600 386722.218 Train Coord X 386527.929 386607.050 Train | Y 3769516.995 3769569.313 R type dinates of track axis Y 3769722.157 3769730.723 R type | 89.92 89.92 Rail track: 0 0 0 Z 89.92 89.92 Rail track: | [dB] Direction: Number of day 36 8 Track type [dB] - Direction: Number of day 36 8 Track | of trains night 8 0 Cu rac [c | Speed km/h 32 32 strve dius B] Speed km/h 32 32 strve dius | [dB] | Max Ans | day | rrected sion level night dB(A) 60.7 Km: 0+000 sion level night dB(A) 60.7 Km: 0+000 sion level night dB(A) 60.7 rrected sion level night dB(A) 60.7 |
| Station km 0+000 0+053 NE_5trk Track Station km 0+000 0+080 NE_5trk Track Station | X 386731.600 386722.218 Train Coord X 386527.929 386607.050 Train | Y 3769516.995 3769569.313 R type dinates of track axis Y 3769722.157 3769730.723 R type | 89.92 89.92 Rail track: 0 0 0 Z 89.92 89.92 Rail track: | [dB] Direction: Number of day 36 8 Track type [dB] - Direction: Number of day 36 8 Track type day | of trains night 8 0 Cu rac [c | Speed km/h 32 32 strve dius B] Speed km/h 32 32 strve strve | [dB] | Max Ans | day 4 Emiss day dB(A) 65.1 58.9 Cor Emiss day 5 Emiss day dB(A) 65.1 58.9 Cor Emiss | rected sion level night |

| | | F | Rail track: | Direction: | | | Sec | tion: 60 | 6 | Km: 0+000 |
|--|---|--|------------------------------------|---|-------------------|--|---|-----------|--|---|
| | Train | type | T | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 42 | 9 | 32 | 151 | | 65.7 | 61.3 |
| Track | | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | IS | Emiss | ion level |
| km | | | | [dB] | - | dB] | [dB] | | day | night |
| 0+000 0+573 | 386607.050 | 3769730.723 | 89.92 91.44 | - | | - | - | | - | - |
| hroat7 | 386889.616 | 3770188.510 | Rail track: | Direction: | | _ | Sec | tion: 6 | 7 | Km: 0+000 |
| | Train | | | Number o | f trains | Speed | Length per | | | ion level |
| | riani | турс | | day | night | Оросси | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIAX | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | yes | 63.6 | 59.3 |
| | | | 0 | 6 | 0 | 32 | 203 | - | 57.4 | - |
| Track | Coord | dinates of track axis | | Track | Cu | ırve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ıs | Emiss | ion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| 0+000 | 386203.614 | 3769425.526 | 89.92 | - | | - | - | | - | - |
| hroat7 | | F | Rail track: | Direction: | | | | tion: 68 | | Km: 0+221 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 26 | 6 | 32 | 151 | - | 63.6 | 59.3 |
| Trook | Coore | dinatas of track avia | 0 | 6 Track | 0 | 32 | 203 | - | 57.4 | - |
| Track | | dinates of track axis | 7 | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius dB1 | reflection | is | | ion level |
| km 0+221 | 386300.889 | 3769623.792 | 89.92 | [dB] - | | - IDJ | [dB] - | | day - | night |
| 0+221 | 386493.600 | 3769699.206 | 89.92 | - | | - | - | | - | _ |
| oop2_Horn | | | Rail track: | Direction: | | | Sec | tion: 69 | 9 | Km: 0+030 |
| | Train | type | | Number o | f trains | Speed | Length per | | Emiss | ion level |
| | | ~ 1 | | day | night | ' | train | Max | day | night |
| | | | | , | | km/h | m | | dB(A) | dB(A) |
| | | | | | | | | - | - () | |
| | | | 0 | 30 | 0 | 32 | 203 | - | 64.5 | - |
| Track | Coord | dinates of track axis | 0 | 30 Track | | urve 32 | 203 Multiple | | | |
| Track Station | Coord | dinates of track axis | 0 Z | | Cı | | | | Cor | - |
| | | | | Track | Cu | ırve | Multiple | | Cor | rected |
| Station km 0+030 | X 386663.160 | Y 3769662.289 | Z 90.02 | Track type | Cu rad [d | urve dius | Multiple reflection | | Corr Emiss | rected ion level |
| Station km 0+030 0+074 | X 386663.160 386625.852 | Y 3769662.289 3769686.136 | 90.02 90.11 | Track type [dB] | Cu rad [d | urve dius dB] | Multiple reflection [dB] | is | Cori Emiss day - - | rected ion level night |
| Station km 0+030 0+074 | X 386663.160 386625.852 W of River w Horn | Y 3769662.289 3769686.136 | Z 90.02 | Track type [dB] Direction: | Cu rac [c | urve dius dB] - | Multiple reflection [dB] - - Sec | etion: 70 | Cori Emiss day - - - | rected ion level night Km: 0+000 |
| Station km 0+030 0+074 | X 386663.160 386625.852 | Y 3769662.289 3769686.136 | 90.02 90.11 | Track type [dB] | Cu rac [c | urve dius dB] | Multiple reflection [dB] Sec | etion: 70 | Cori Emiss day - - - | rected ion level night - Km: 0+000 ion level |
| Station km 0+030 0+074 | X 386663.160 386625.852 W of River w Horn | Y 3769662.289 3769686.136 | 90.02 90.11 | Track type [dB] Direction: | Cu rac [c | urve dius dB] - - Speed | Multiple reflection [dB] - - Sec | etion: 70 | Corr Emiss day - - 0 Emiss day | rected ion level night - Km: 0+000 ion level night |
| Station km 0+030 0+074 | X 386663.160 386625.852 W of River w Horn | Y 3769662.289 3769686.136 | Z 90.02 90.11 Rail track: | Track type [dB] - Direction: Number o | f trains | Speed km/h | Multiple reflection [dB] - Sec Length per train m | etion: 70 | Corr Emiss day - - 0 Emiss day dB(A) | rected ion level night - Km: 0+000 ion level |
| Station km 0+030 0+074 hroatExit_S_ | X 386663.160 386625.852 W of River w Horn Train | Y 3769662.289 3769686.136 F type | 90.02 90.11 | Track type [dB] - Direction: Number o day | f trains night | Speed km/h | Multiple reflection [dB] - Sec Length per train m 203 | tion: 70 | Corr Emiss day - - 0 Emiss day dB(A) 77.9 | rected ion level night - Km: 0+000 ion level night dB(A) |
| Station km 0+030 0+074 hroatExit_S_ | X 386663.160 386625.852 W of River w Horn Train | 3769662.289 3769686.136 type | Z 90.02 90.11 Rail track: | Track type [dB] Direction: Number o day 13 Track | f trains night | Speed km/h 32 | Multiple reflection [dB] - Sec Length per train m 203 Multiple | tion: 70 | Corr Emiss day - - 0 Emiss day dB(A) 77.9 | rected ion level night - Km: 0+000 ion level night dB(A) - rected |
| Station km 0+030 0+074 hroatExit_S Track Station | X 386663.160 386625.852 W of River w Horn Train | Y 3769662.289 3769686.136 F type | Z 90.02 90.11 Rail track: | Track type [dB] Direction: Number o day 13 Track type | f trains night 0 | Speed km/h 32 | Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection | tion: 70 | Corr Emiss day 0 Emiss day dB(A) 77.9 Corr Emiss | rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level |
| Station km 0+030 0+074 hroatExit_S_ | X 386663.160 386625.852 W of River w Horn Train | 3769662.289 3769686.136 type | Z 90.02 90.11 Rail track: | Track type [dB] Direction: Number o day 13 Track | f trains night 0 | Speed km/h 32 | Multiple reflection [dB] - Sec Length per train m 203 Multiple | tion: 70 | Corr Emiss day - - 0 Emiss day dB(A) 77.9 | rected ion level night - Km: 0+000 ion level night dB(A) - rected |

| X 386663.431 386722.216 f River w Horn Train ty Coordii X 386715.203 386689.207 f River w Horn | anates of track axis Y 3769678.014 3769569.318 | Z 90.52 89.92 Rail track: | Number of day 13 Track type [dB] Direction: Number of day 13 Track | night 0 Cu rac [d | Speed km/h 32 urve dius dB] - Speed km/h | Length per train m 203 Multiple reflection [dB] | yes s | day dB(A) 77.9 Corr Emiss day Emiss day | ion level night dB(A) rected ion level night Km: 0+000 ion level night |
|--|--|---|---|-------------------------------|---|---|---------------------------|--|---|
| X 386663.431 386722.216 f River w Horn Train ty Coordii X 386715.203 386689.207 f River w Horn | Y 3769678.014 3769569.318 //pe nates of track axis Y 3769579.068 | 90.52 89.92 Rail track: | 13 Track type [dB] | 0 Cu rac [d | 32 urve ddius dB] - - Speed km/h | m 203 Multiple reflection [dB] - Sec Length per train | yes s | dB(A) 77.9 Corr Emiss day Emiss day | dB(A) - rected ion level night - Km: 0+000 ion level |
| X 386663.431 386722.216 f River w Horn Train ty Coordii X 386715.203 386689.207 f River w Horn | Y 3769678.014 3769569.318 //pe nates of track axis Y 3769579.068 | 90.52 89.92 Rail track: | Track type [dB] Direction: Number of day | f trains | 32 urve ddius dB] - - Speed km/h | 203 Multiple reflection [dB] - Sec Length per train | s tion: 72 | 77.9 Corr Emiss day - Emiss day | rected ion level night - Km: 0+000 ion level |
| X 386663.431 386722.216 f River w Horn Train ty Coordii X 386715.203 386689.207 f River w Horn | Y 3769678.014 3769569.318 //pe nates of track axis Y 3769579.068 | 90.52 89.92 Rail track: | Track type [dB] Direction: Number of day | f trains | urve dius dB] - - Speed km/h | Multiple reflection [dB] Sec Length per train | s tion: 72 | Corr Emiss day - - Emiss day | rected ion level night - Km: 0+000 ion level |
| X 386663.431 386722.216 f River w Horn Train ty Coordii X 386715.203 386689.207 f River w Horn | Y 3769678.014 3769569.318 //pe nates of track axis Y 3769579.068 | 90.52 89.92 Rail track: | type [dB] | f trains | dius dB] Speed km/h | reflection [dB] Sec Length per train | tion: 72 | Emiss day Emiss day | ion level night - - Km: 0+000 |
| 386663.431 386722.216 f River w Horn Train ty Coordii X 386715.203 386689.207 f River w Horn | 3769678.014 3769569.318 //pe nates of track axis Y 3769579.068 | 90.52 89.92 Rail track: | [dB] | f trains | Speed km/h | [dB] Sec Length per train | tion: 72 | day Emiss day | night Km: 0+000 |
| 386722.216 f River w Horn Train ty Coordii X 386715.203 386689.207 f River w Horn | 3769569.318 //pe nates of track axis Y 3769579.068 | 89.92 Rail track: | Direction: Number of day | f trains night | Speed km/h | Sec Length per train | | Emiss | Km: 0+000 |
| 386722.216 f River w Horn Train ty Coordii X 386715.203 386689.207 f River w Horn | 3769569.318 //pe nates of track axis Y 3769579.068 | 89.92 Rail track: | Direction: Number of day | f trains night | Speed km/h | Length per train | | Emiss | Km: 0+000 |
| Coordin X 386715.203 386689.207 f River w Horn | nates of track axis Y 3769579.068 | 89.92 Rail track: | Number of day | night | km/h | Length per train | | Emiss day | ion level |
| Coordin X 386715.203 386689.207 f River w Horn | nates of track axis Y 3769579.068 | 0 | Number of day | night | km/h | Length per train | | Emiss day | ion level |
| Coordii X 386715.203 386689.207 f River w Horn | nates of track axis Y 3769579.068 | | day 13 | night | km/h | train | | day | 1 |
| Coordii X 386715.203 386689.207 f River w Horn | nates of track axis Y 3769579.068 | | day 13 | night | km/h | train | | day | 1 |
| 386715.203 386689.207 f River w Horn | Y 3769579.068 | | 13 | Ů | | | | • | |
| 386715.203 386689.207 f River w Horn | Y 3769579.068 | | | 0 | | | | dB(A) | dB(A) |
| 386715.203 386689.207 f River w Horn | Y 3769579.068 | | | | 32 | | ves | 77.9 | - ab(/1) |
| 386715.203 386689.207 f River w Horn | Y 3769579.068 | | | | urve | Multiple | | | rected |
| 386715.203 386689.207 f River w Horn | 3769579.068 | | type | | dius | reflection | | | ion level |
| 386689.207 f River w Horn | | | [dB] | | dB1 | [dB] | ~ | day | night |
| 386689.207 f River w Horn | | 89.92 | <u>[ub]</u> - | | . [OI | [UD] - | | uay - | Tilgitt |
| f River w Horn | 3/09034.3U5 | 90.24 | - | | - | - | | - | _ |
| | | Rail track: | Direction: | | | Sec | tion: 73 | | Km: 0+000 |
| Train to | | taii traok. | Number of | ftraina | Speed | Length per | | | ion level |
| Traili t | /pe | | | | Speed | | | | 1 |
| | | | day | night | | train | Max | day | night |
| | | 0 | 40 | | km/h | m | | dB(A) | dB(A) |
| Coordi | natas of track avia | | | | | | | | |
| 1 | 1 | | | | | | | | |
| X | Y | 2 | | | | | s | | 1 |
| | | | | [0 | IB] | [dB] | | day | night |
| | | | | | - | - | | - | - |
| | | | | \rightarrow | _ | | . 74 | | - |
| | | Rall track: | | | _ | | | | Km: 0+000 |
| Train ty | /pe | | Number of | f trains | Speed | Length per | | | ion level |
| | | | day | night | | train | Max | day | night |
| | | | | | km/h | m | | | dB(A) |
| | | | | | | | | | - |
| 1 | 1 | | Track | | | | | | |
| X | Υ | Z | type | rac | dius | reflection | s | Emiss | ion level |
| | | | [dB] | [d | JB] | [dB] | | day | night |
| 386491.286 | 3769703.728 | 89.92 | - | | - | - | | - | - |
| | 3769706.166 | 89.92 | - | | | - | | - | _ |
| f River w Horn | F | Rail track: | Direction: | | | Sec | tion: 75 | | Km: 0+000 |
| Train t | /pe | | Number of | f trains | Speed | Length per | | Emiss | ion level |
| | | | day | night | | train | Max | day | night |
| | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 12 | | | | | . , | + ' |
| | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | _ |
| Coordi | nates of track axis | | Track | | urve 32 | 203 Multiple | | | rected |
| Coordii X | nates of track axis | | Track | Cu | | | | Cori | rected ion level |
| | 1 | | Track type | Cu | urve dius | Multiple reflection | | Cori Emiss | ion level |
| | 1 | | Track | Cu rac [d | urve | Multiple | | Cori | |
| | X 386530.098 386630.738 f River w Horn Train ty Coordin X 386491.286 386530.098 f River w Horn | 386530.098 3769706.166 386630.738 3769696.557 f River w Horn Train type Coordinates of track axis X Y 386491.286 3769703.728 386530.098 3769706.166 | X Y Z 386530.098 3769706.166 89.92 386630.738 3769696.557 90.55 f River w Horn Rail track: Train type Coordinates of track axis X Y Z 386491.286 3769703.728 89.92 386530.098 3769706.166 89.92 f River w Horn Rail track: | Coordinates of track axis X | Coordinates of track axis Track Cu X | Coordinates of track axis | Coordinates of track axis | Coordinates of track axis Track Curve Multiple reflections [dB] [| Coordinates of track axis Track Curve Multiple Corr |

| | _W of River w Horn | | Rail track: | Direction: | | | Sec | ction: 76 | 3 | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|----------------|-----------|---------------|----------------|-----------|--------|---------------|
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | , | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | | ves | 77.9 | - |
| Track | Coord | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | Х | Υ | Z | type | | dius | reflection | | | ion level |
| km | ^ | · | _ | [dB] | | dB] | [dB] | . | day | night |
| 0+000 | 386721.464 | 3769547.605 | 89.92 | [db] - | Į. | - | [GD] | - | - uay | riigitt |
| 0+000 | 386715.197 | 3769579.095 | 89.92 | - | | _ | _ | | _ | _ |
| | _W of River w Horn | | Rail track: | Direction: | | | Sec | ction: 7 | | Km: 0+000 |
| moatExit_o_ | Train | | taii traon. | Number | of trains | Speed | Length per | | | ion level |
| | Halli | туре | | | | Speed | | | | 1 |
| | | | | day | night | | train | Max | day | night |
| | | | | 4.0 | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | | yes | 77.9 | <u> </u> |
| Track | | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | rac | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386689.207 | | 90.24 | - | | - | - | | - | - |
| 0+038 | 386663.062 | 3769662.269 | 90.04 | - | | - | - | | - | - |
| entura, LOS | SSAN, Coast Starligh | | Rail track: | Direction: | | | | tion: 78 | - | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | 1 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 84 | 18 | 32 | | yes | 86.0 | 81.5 |
| Track | Coor | dinates of track axis | | Track | Cı | urve | Multiple | • | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386893.999 | 3770187.096 | 90.81 | - | | - | - | | - | - |
| 0+333 | 386973.752 | 3770507.725 | - | - | | - | - | | - | - |
| entura, LOS | SAN, Coast Starligh | nt 1 | Rail track: | Direction: | | | Sec | ction: 79 | 9 | Km: 0+000 |
| | Train | type | | Number of | of trains | Speed | Length per | 1 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 84 | 18 | 32 | 151 | yes | 86.0 | 81.5 |
| Track | Coore | dinates of track axis | | Track | Cu | urve | Multiple | , | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | | Emiss | ion level |
| km | | · | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386889.614 | 3770188.507 | 91.05 | - | | - | - [GD] | | - - | - |
| 0+331 | 386966.343 | 3770506.879 | - | - | | - | - | | - | _ |
| hroatExit_S | _W of River | | Rail track: | Direction: | | | Sec | ction: 80 |) | Km: 0+000 |
| | Train | tvpe | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | . 70 | 71 | | day | night | - | train | Max | day | night |
| | | | | day | giit | km/h | m | ''' | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | UD(A) |
| Track | Coor | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | | | dius | reflection | | | ion level |
| | ^ | • | _ | type | | | | 13 | | 1 |
| | 200005 050 | 2760000 400 | 00.44 | [aB] | ĮC | IDI | [aB] | | uay | night |
| | | | | - | | - | - | | - | - |
| 0+000 0+098 | 386625.852 386530.357 | 3769686.136 3769701.484 | 90.11 89.92 | [dB] - - | [0 | dB] - - | [dB] - - | | + | day - - |

| Track Station km 0+000 0+127 ThroatExit_S_ | Coord X 386663.431 | type | | | | | 000 | tion: 81 | | Km: 0+000 |
|--|--|------------------------------------|------------------------|---|-----------------------|---------------|--|------------|-------------------------------|--|
| Station km 0+000 0+127 | X | inatos of track avis | | Number of | f trains | Speed | Length per | | Emiss | ion level |
| Station km 0+000 0+127 | X | inates of track axis | | day | night | | train | Max | day | night |
| Station km 0+000 0+127 | X | inatos of track axis | | • | | km/h | m | | dB(A) | dB(A) |
| Station km 0+000 0+127 | X | inates of track axis | 0 | 17 | 0 | 32 | 203 | ves | 62.0 | - |
| km 0+000 0+127 | | illiales di liack axis | | Track | Cu | irve | Multiple | | | rected |
| km 0+000 0+127 | | Υ | Z | type | rac | dius | reflection | s I | | ion level |
| 0+000 0+127 | 386663.431 | | _ | [dB] | | IB1 | [dB] | | day | night |
| 0+127 | | 3769678.014 | 90.52 | - - | | - | [GD] | | - | - Ingrit |
| | 386722.216 | 3769569.318 | 89.92 | _ | | _ | _ | | _ | _ |
| THOULEAR_O_ | | | Rail track: | Direction: | | | Sec | tion: 82 |) | Km: 0+000 |
| | Train | | tuii traok. | Number of | ftraina | Speed | | T | | ion level |
| | ITain | type | | | | Speed | Length per | | | 1 |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | |
| Track | 1 | linates of track axis | | Track | Cu | irve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | s | Emiss | ion level |
| km | | | | [dB] | [0 | IB] | [dB] | | day | night |
| 0+000 | 386715.203 | 3769579.068 | 89.92 | - | | - | - | | - | _ |
| 0+061 | 386689.207 | 3769634.305 | 90.24 | <u> </u> | | - | - | | - | - |
| hroatExit_S_ | _W of River | | Rail track: | Direction: | | | Sec | tion: 83 | 3 | Km: 0+000 |
| | Train | type | | Number of | f trains | Speed | Length per | | Emiss | ion level |
| | | 31 | | day | night | | train | Max | day | night |
| | | | | uu, | 9 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | ав (А) |
| Track | Coord | linates of track axis | | Track | | irve | Multiple | ycs | | rected |
| Station | X | 1 | z | | | dius | reflection | , | | ion level |
| | ^ | Y | ۷ | type | | | | s | | 1 |
| km | 000500 000 | 0700700 400 | 22.22 | [dB] | [c | IB] | [dB] | _ | day | night |
| 0+000 0+102 | 386530.098 386630.738 | 3769706.166 | 89.92 | - | | - | - | | - | - |
| | | 3769696.557 | 90.55 | | | - | | | | 16 0 - 000 |
| hroatExit_S_ | | | Rail track: | Direction: | | | | tion: 84 | | Km: 0+000 |
| | Train | type | | Number of | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| | | linates of track axis | | Track | Cu | irve | Multiple | | Cor | rected |
| Track | Coord | | Z | type | rac | dius | reflection | s | Emiss | ion level |
| Track Station | Coord X | Υ | | [dB] | [d | IB] | [dB] | | day | night |
| Station | 1 | Υ | | | | | IUDI | | | HILLIAN |
| Station km | X | | 89.92 | | | - | - [ub] | | - | night - |
| Station | 1 | Y 3769703.728 3769706.166 | 89.92 89.92 | | | - | | | | |
| Station km 0+000 0+039 | X 386491.286 386530.098 | 3769703.728 3769706.166 | 89.92 | - | | - | - | tion: 85 | - - | - |
| Station km 0+000 0+039 | X 386491.286 386530.098 W of River | 3769703.728 3769706.166 | | Direction: | | - | - Sec | tion: 85 | - - 5 | - Km: 0+000 |
| Station km 0+000 0+039 | X 386491.286 386530.098 | 3769703.728 3769706.166 | 89.92 | Direction: | f trains | - | Sec | | - - 5 Emiss | Km: 0+000 |
| Station km 0+000 0+039 | X 386491.286 386530.098 W of River | 3769703.728 3769706.166 | 89.92 | Direction: | | Speed | Sec Length per train | tion: 85 | Emiss | Km: 0+000 |
| Station km 0+000 0+039 | X 386491.286 386530.098 W of River | 3769703.728 3769706.166 | 89.92 Rail track: | Direction: Number of day | f trains night | Speed km/h | Sec Length per train m | Max | Emiss day dB(A) | Km: 0+000 |
| Station km 0+000 0+039 hroatExit_S_ | X 386491.286 386530.098 W of River Train | 3769703.728 3769706.166 type | 89.92 Rail track: | Direction: Number of day | f trains night | Speed km/h | Sec Length per train m | | Emiss day dB(A) 62.0 | Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+039 hroatExit_S_ | X 386491.286 386530.098 W of River Train | 3769703.728 3769706.166 type | 89.92 Rail track: | Direction: Number of day 17 Track | f trains night | Speed km/h 32 | Sec Length per train m 203 Multiple | Max yes | Emiss day dB(A) 62.0 | Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+039 hroatExit_S_ Track Station | X 386491.286 386530.098 W of River Train | 3769703.728 3769706.166 type | 89.92 Rail track: | Direction: Number of day 17 Track type | f trains night 0 Cu | Speed km/h 32 | Sec Length per train m 203 Multiple reflection | Max yes | Emiss day dB(A) 62.0 | Km: 0+000 ion level night dB(A) rected ion level |
| Station km 0+000 0+039 hroatExit_S Track Station km | X 386491.286 386530.098 W of River Train | 3769703.728 3769706.166 type | 89.92 Rail track: 0 Z | Direction: Number of day 17 Track | f trains night 0 Cu | Speed km/h 32 | Sec Length per train m 203 Multiple | Max yes | Emiss day dB(A) 62.0 | Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+039 hroatExit_S Track Station | X 386491.286 386530.098 W of River Train | 3769703.728 3769706.166 type | 89.92 Rail track: | Direction: Number of day 17 Track type | f trains night 0 Cu | Speed km/h 32 | Sec Length per train m 203 Multiple reflection | Max yes | Emiss day dB(A) 62.0 Corr | Km: 0+000 ion level night dB(A) - rected ion level |

| ThroatExit_S_W | of River | R | tail track: | Direction: | | | Sec | tion: 86 | | Km: 0+000 |
|----------------|--------------------|----------------------|-------------|------------|-----------|----------|------------|---------------|--------------|------------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| Track | Coord | inates of track axis | | Track | C | urve | Multiple | ; | Coi | rected |
| Station | X | Υ | Z | type | ra | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 | 386721.464 | 3769547.605 | 89.92 | - | | - | - | | - | - |
| 0+032 | 386715.197 | 3769579.095 | 89.92 | | | - | - | | - | - |
| ThroatExit_S_W | | | tail track: | Direction: | | | | tion: 87 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | 1 | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 30 | 0 | 32 | 203 | yes | 64.5 | - |
| Track | | inates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 | 386689.207 | 3769634.305 | 90.24 | - | | - | - | | - | - |
| 0+038 | 386663.062 | 3769662.269 | 90.04 | - D: :: | | _ | - | <i>ı</i> : 00 | - | - |
| HSR_2trk_vvest | t of NW Merge with | | tail track: | Direction: | | T | | tion: 88 | | Km: 0+272 |
| | Train | type | | Number | | Speed | Length per | 1 | | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | 0 | 00 | | km/h | m 454 | | dB(A) | dB(A) |
| | | | 0 | 36 8 | 8 0 | 32 32 | 151 203 | yes | 65.1 58.9 | 60.7 |
| Track | Coord | inates of track axis | U | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | | | sion level |
| km | ^ | • | _ | [dB] | | dB1 | [dB] | 13 | day | night |
| 0+272 | 386606.968 | 3769742.417 | 89.89 | - [dD] | Ľ | - | - [uD] | _ | - uay | - Iligini |
| 0+355 | 386524.324 | 3769733.414 | 89.89 | - | | - | - | | - | _ |
| HSR_2trk_West | t of NW Merge with | n SBL/Amtra R | ail track: | Direction: | | | Sec | tion: 89 | | Km: 0+237 |
| | Train | | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | 71 | | day | night | 1 | train | Max | day | night |
| | | | | | 9 | km/h | m | 1 | dB(A) | dB(A) |
| | | | 0 | 36 | 8 | 32 | 151 | yes | 65.1 | 60.7 |
| - 7 | | | 0 | 8 | 0 | 32 | 203 | - 1 | 58.9 | |
| Track | Coord | inates of track axis | | Track | C | urve | Multiple | -1 | Coi | rected |
| Station | Χ | Υ | Z | type | ra | dius | reflection | ns | Emiss | sion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+237 | 386606.048 | 3769737.832 | 90.09 | - | | - | - 11 | | - | - |
| 0+323 | 386520.669 | 3769727.961 | 89.92 | | | - | - | - 1 | _ | _ |

| HSR_2trk | | - | Rail track: | Direction: | | | Sed | ction: 1 | | Km: 0+000 |
|---|---|--|---|--|--|---|--|--|--|---|
| | Train | type | | Number o | f trains | Speed | Length pe | 1 | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | • | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | ves | 55.0 | 49.2 |
| Track | Coord | dinates of track axis | | Track | Cu | irve | Multiple |) | Corr | ected |
| Station | X | Υ | Z | type | rad | dius | reflection | ns | Emissi | on level |
| km | | | | [dB] | | IB1 | [dB] | | day | night |
| 0+000 | 386860.517 | 3770117.624 | 91.43 | - | | - | - [] | _ | - | - |
| 0+012 | 386864.465 | 3770129.156 | 91.43 | - | | - | - | | - | - |
| ISR_2trk | | F | Rail track: | Direction: | | | Sed | ction: 2 | | Km: 0+000 |
| | Train | type | | Number c | f trains | Speed | Length pe | 1 | Emissi | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | Coord | linates of track axis | | Track | Cu | irve | Multiple |) | Corr | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | ns | Emissi | on level |
| km | | | | [dB] | [c | IB] | [dB] | | day | night |
| 0+000 | 386864.465 | 3770129.156 | 91.43 | - | - | - | - | | - | - |
| 0+031 | 386875.484 | 3770158.456 | 91.44 | - | | - | - | | - | - |
| ISR_2trk | | | Rail track: | Direction: | | | Sec | ction: 3 | | Km: 0+000 |
| | Train | | | Number o | f trains | Speed | Length pe | | | on level |
| | riain | type | | 1 | | Speed | | i I | | 1 |
| | | | | day | night | 1 " | train | Max | day | night |
| | | | | 0.4 | 40 | km/h | m 475 | | dB(A) | dB(A) |
| T I | | l'antanati la la | 0 | 64 Transla | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | | linates of track axis | | Track | | irve | Multiple | | | ected |
| Station | X | Υ | Z | type | | dius | reflection | ns | Emissi | on level |
| km | | | | [dB] | [c | IB] | [dB] | | day | night |
| 0+000 | 386875.484 | 3770158.456 | 91.44 | - | | - | - | | - | - |
| 0+012 | 386880.201 | 3770169.696 | 91.43 | - | | - | - | | - | - |
| HSR_2trk | | F | Rail track: | Direction: | | | Sec | ction: 4 | | Km: 0+000 |
| | Train | type | | Number o | f trains | Speed | Length pe | 1 | Emissi | on level |
| | | | | ala | niaht | | | N 4 | | in larlad |
| | | | | day | night | | train | Max | day | night |
| | | | | day | nignt | km/h | train m | Max | day dB(A) | dB(A) |
| | | | 0 | 64 | 10 | km/h 32 | | yes | • | |
| Track | Coord | linates of track axis | 0 | | 10 | | m | yes | dB(A) 55.0 | dB(A) |
| Track Station | Coord | linates of track axis | 0 Z | 64 | 10 Cu | 32 | m 175 | yes | dB(A) 55.0 Corr | dB(A) 49.2 |
| | | | | 64 Track | 10 Cu | 32 irve | m 175 Multiple | yes | dB(A) 55.0 Corr | dB(A) 49.2 ected on level |
| Station | X | Υ | Z | 64 Track type | 10 Cu rac | 32 lirve dius | m 175 Multiple reflection | yes | dB(A) 55.0 Corr | dB(A) 49.2 ected |
| Station km | | | | 64 Track type [dB] | 10 Cu | 32 Irve dius IB] | m 175 Multiple reflection | yes | dB(A) 55.0 Corr | dB(A) 49.2 ected on level |
| Station km 0+000 0+039 | X 386880.201 | Y 3770169.696 3770205.999 | Z 91.43 91.09 | 64 Track type [dB] | 10 Cu | 32 Irve dius IB] | m 175 Multiple reflection [dB] | yes | dB(A) 55.0 Corr | dB(A) 49.2 ected on level night - |
| Station km 0+000 0+039 | X 386880.201 386895.602 | Y 3770169.696 3770205.999 | Z 91.43 | 64 Track type [dB] Direction: | 10 Cu rac [c | 32 lirve dius IB] | m 175 Multiple reflection [dB] Sec | yes yes | dB(A) 55.0 Corr Emissi day - | dB(A) 49.2 ected on level night - Km: 0+000 |
| Station km 0+000 0+039 | X 386880.201 | Y 3770169.696 3770205.999 | Z 91.43 91.09 | 64 Track type [dB] - Direction: | 10 Cu rac [c | 32 Irve dius IB] | m 175 Multiple reflection [dB] - Sec | yes parameters yes | dB(A) 55.0 Corr Emissi day Emissi | dB(A) 49.2 ected on level night - Km: 0+000 on level |
| Station km 0+000 0+039 | X 386880.201 386895.602 | Y 3770169.696 3770205.999 | Z 91.43 91.09 | 64 Track type [dB] Direction: | 10 Cu rac [c | 32 Irve Idius IB] Speed | m 175 Multiple reflectior [dB] - Sec Length pe train | yes yes | dB(A) 55.0 Corr Emissi day Emissi day | dB(A) 49.2 ected on level night - Km: 0+000 on level night |
| Station km 0+000 0+039 | X 386880.201 386895.602 | Y 3770169.696 3770205.999 | 2 91.43 91.09 Rail track: | 64 Track type [dB] - Direction: Number of | 10 Cu rac [c | 32 Irve Idius IB] Speed km/h | m 175 Multiple reflection [dB] - Sec Length petrain m | yes sens setion: 5 | dB(A) 55.0 Corr Emissi day Emissi day dB(A) | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) |
| Station km 0+000 0+039 HSR_2trk | X 386880.201 386895.602 Train | 3770169.696 3770205.999 type | Z 91.43 91.09 Rail track: | 64 Track type [dB] - Direction: Number of day 64 | 10 Cu rac [c | 32 Irve dius IB] - Speed km/h 32 | m 175 Multiple reflection [dB] - Sec Length pe train m 175 | yes yes otion: 5 | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 |
| Station km 0+000 0+039 HSR_2trk | X 386880.201 386895.602 Train | 3770169.696 3770205.999 type | Z 91.43 91.09 Rail track: | 64 Track type [dB] - Direction: Number c day 64 Track | 10 Cu rac [c | 32 Irve Idius IB] Speed km/h 32 Irve | m 175 Multiple reflectior [dB] - Sec Length pe train m 175 Multiple | yes yes when yes yes | dB(A) 55.0 Corr Emissi day - Emissi day dB(A) 55.0 Corr | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected |
| Station km 0+000 0+039 HSR_2trk | X 386880.201 386895.602 Train | 3770169.696 3770205.999 type | Z 91.43 91.09 Rail track: | 64 Track type [dB] - Direction: Number c day 64 Track type | 10 Cu rac [c | 32 Irve dius IB] Speed km/h 32 Irve dius | m 175 Multiple reflectior [dB] Sec Length pe train m 175 Multiple reflectior | yes yes when yes yes | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level |
| Station km 0+000 0+039 HSR_2trk | X 386880.201 386895.602 Train Coord X | 3770169.696 3770205.999 type | Z 91.43 91.09 Rail track: | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] | f trains night | 32 Irve dius IB] | m 175 Multiple reflectior [dB] - Sec Length pe train m 175 Multiple | yes yes when yes yes | dB(A) 55.0 Corr Emissi day - Emissi day dB(A) 55.0 Corr | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected |
| Station km 0+000 0+039 HSR_2trk Track Station km 0+000 | X 386880.201 386895.602 Train Coord X 386796.784 | 3770169.696 3770205.999 type finates of track axis Y 3769931.452 | Z 91.43 91.09 Rail track: 0 Z 90.62 | 64 Track type [dB] - Direction: Number c day 64 Track type | f trains night | 32 Irve dius IB] Speed km/h 32 Irve dius | m 175 Multiple reflectior [dB] Sec Length pe train m 175 Multiple reflectior | yes yes when yes yes | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level |
| Track Station km 0+000 0+039 HSR_2trk Track Station km 0+000 0+012 | X 386880.201 386895.602 Train Coord X | Y 3770169.696 3770205.999 type dinates of track axis Y 3769931.452 3769919.939 | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 | 64 Track type [dB] - Direction: Number c day 64 Track type [dB] | f trains night | 32 Irve dius IB] | m 175 Multiple reflectior [dB] Sec Length pe train m 175 Multiple reflectior [dB] | yes etion: 5 | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night |
| Track Station km 0+000 0+039 HSR_2trk Track Station km 0+000 0+012 | X 386880.201 386895.602 Train Coord X 386796.784 386792.782 | 3770169.696 3770205.999 type dinates of track axis | Z 91.43 91.09 Rail track: 0 Z 90.62 | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Under the description of the description | 10 Curac [c | 32 Irve Idius IB] Speed km/h 32 Irve Idius IB] | m 175 Multiple reflectior [dB] Sec Length pe train m 175 Multiple reflectior [dB] Sec | yes yes ction: 5 Max yes ction: 6 | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night - Km: 0+000 |
| Track Station km 0+000 0+039 ISR_2trk Track Station km 0+000 0+012 | X 386880.201 386895.602 Train Coord X 386796.784 | 3770169.696 3770205.999 type dinates of track axis | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 | 64 Track type [dB] - Direction: Number c day 64 Track type [dB] | 10 Curac [c | 32 Irve dius IB] | m 175 Multiple reflectior [dB] Sec Length pe train m 175 Multiple reflectior [dB] | yes yes ction: 5 Max yes ction: 6 | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night |
| Track Station km 0+000 0+039 ISR_2trk Track Station km 0+000 0+012 | X 386880.201 386895.602 Train Coord X 386796.784 386792.782 | 3770169.696 3770205.999 type dinates of track axis | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Under the description of the description | 10 Curac [c | 32 Irve Idius IB] Speed km/h 32 Irve Idius IB] | m 175 Multiple reflectior [dB] Sec Length pe train m 175 Multiple reflectior [dB] Sec | yes yes ction: 5 Max yes ction: 6 | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night - Km: 0+000 |
| Track Station km 0+000 0+039 HSR_2trk Track Station km 0+000 0+012 | X 386880.201 386895.602 Train Coord X 386796.784 386792.782 | 3770169.696 3770205.999 type dinates of track axis Y 3769931.452 3769919.939 | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Direction: Number of day | 10 Curac [c] f trains night 10 Curac [c] f trains | 32 Irve Idius IB] Speed km/h 32 Irve Idius IB] | m 175 Multiple reflection [dB] Sec Length pe train m 175 Multiple reflection [dB] Sec Length pe | yes yes ons of the section: 5 | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night - Km: 0+000 on level night on level night - Cm: 0+000 on level |
| Track Station km 0+000 0+039 HSR_2trk Track Station km 0+000 0+012 | X 386880.201 386895.602 Train Coord X 386796.784 386792.782 | 3770169.696 3770205.999 type dinates of track axis Y 3769931.452 3769919.939 | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Direction: Number of day | 10 Curac [c] f trains night 10 Curac [c] f trains | 32 Irve Idius IB] Speed km/h 32 Irve Idius IB] Speed | m 175 Multiple reflection [dB] - Sec Length pe train m 175 Multiple reflectior [dB] - Sec Length pe train | yes yes ons of the section: 5 | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night - Km: 0+000 on level night night |
| Track Station km 0+000 0+039 HSR_2trk | X 386880.201 386895.602 Train Coord X 386796.784 386792.782 Train | 3770169.696 3770205.999 type dinates of track axis Y 3769931.452 3769919.939 | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 Rail track: | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Direction: Number of day | 10 Curac [c] of trains night 10 Curac [c] f trains night 110 | 32 Irve Idius IB] Speed km/h 32 Irve Idius IB] Speed km/h km/h | m 175 Multiple reflection [dB] Sec Length pe train m 175 Multiple reflection [dB] Sec Length pe train m 175 | yes etion: 5 Max yes etion: 6 Max yes | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) |
| Station km 0+000 0+039 HSR_2trk Track Station km 0+000 0+012 HSR_1trk | X 386880.201 386895.602 Train Coord X 386796.784 386792.782 Train Coord | 3770169.696 3770205.999 type dinates of track axis | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 Rail track: | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Direction: Number of day 64 Track | 10 Cu rac [cu strains night s | 32 Irve Idius IB] Speed km/h 32 Irve Idius IB] Speed km/h 32 Irve Idius IB] Speed | m 175 Multiple reflection [dB] - Sec Length pe train m 175 Multiple reflectior [dB] - Sec Length pe train m 175 Multiple reflection [dB] - 100 100 100 100 100 100 100 100 100 1 | yes ons ons ons ons ons ons ons ons ons on | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night dB(A) 49.2 ected |
| Station km 0+000 0+039 ISR_2trk Track Station km 0+000 0+012 ISR_1trk Track Station | X 386880.201 386895.602 Train Coord X 386796.784 386792.782 Train | 3770169.696 3770205.999 Type dinates of track axis Y 3769931.452 3769919.939 Type | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 Rail track: | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Track type [dB] - Track type for day | 10 Cu rac [cu cu c | Speed km/h 32 Irve dius IB] Speed km/h 32 Irve dius IB] Speed km/h 32 Irve dius IB] | m 175 Multiple reflectior [dB] - Sec Length per train m 175 Multiple reflectior [dB] - Sec Length per train m 175 Multiple reflectior Multiple reflectior function m 175 Multiple reflectior | yes ons ons ons ons ons ons ons ons ons on | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day dy | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night dB(A) 0n level night dB(A) 49.2 ected on level night dB(A) 49.2 |
| Station km 0+000 0+039 ISR_2trk Track Station km 0+000 0+012 ISR_1trk Track | X 386880.201 386895.602 Train Coord X 386796.784 386792.782 Train Coord | 3770169.696 3770205.999 Type dinates of track axis Y 3769931.452 3769919.939 Type | Z 91.43 91.09 Rail track: 0 Z 90.62 91.19 Rail track: | 64 Track type [dB] - Direction: Number of day 64 Track type [dB] - Direction: Number of day 64 Track | 10 Cu rac [cu cu c | 32 Irve dius IB] Speed km/h 32 Irve dius IB] Speed km/h 32 Irve Juve | m 175 Multiple reflectior [dB] - Sec Length per train m 175 Multiple reflectior [dB] - Sec Length per train m 175 Multiple Multiple Tolar Multiple Multiple Multiple Multiple Multiple | yes ons ons ons ons ons ons ons ons ons on | dB(A) 55.0 Corr Emissi day Emissi day dB(A) 55.0 Corr Emissi day | dB(A) 49.2 ected on level night - Km: 0+000 on level night dB(A) 49.2 ected on level night - Km: 0+000 on level night 49.2 ected on level night dB(A) 49.2 ected |

| HSR_2trk_thr | roat7 | F | Rail track: | Direction: | | | Sed | ction: 7 | | Km: 0+000 |
|---------------|--------------------------|-----------------------|----------------|------------|-----------|-------|------------|----------|-------|-----------|
| | Train | type | | Number | of trains | Speed | Length pe | r I | Emiss | ion level |
| | | , | | day | night | · | train | Max | day | night |
| | | | | • | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | Coord | dinates of track axis | | Track | Cu | irve | Multiple |) | Corr | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | on level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+000 | 386520.669 | 3769727.961 | 89.92 | _ | | - | <u> </u> | | _ | - |
| 0+610 | 386143.202 | 3769324.760 | 91.33 | - | | - | - | | - | - |
| HSR_2trk_co | nventional_North4 | F | Rail track: | Direction: | | | | ction: 8 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | r | Emiss | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | | dinates of track axis | | Track | Cu | irve | Multiple | | | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | on level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+000 | 386779.890 | 3769877.260 | 91.44 | - | | - | - | | - | - |
| 0+237 | 386606.048 | 3769737.832 | 90.09 | | | - | - | | - | _ |
| HSR_2trk_Th | roat7 | F | Rail track: | Direction: | | | Sed | ction: 9 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | r 1 | Emiss | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | Coord | dinates of track axis | | Track | Cu | irve | Multiple |) | Corr | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | on level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+000 | 386524.324 | 3769733.414 | 89.89 | - | | - | - | | - | - |
| 0+620 | 386139.200 | 3769325.196 | 91.20 | - | | - | - | | - | - |
| HSR_2trk_thr | | | Rail track: | Direction: | | | | ction: 1 | | Km: 0+000 |
| | Train | type | | Number | | Speed | Length pe | t 1 | | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | | dinates of track axis | _ | Track | | irve | Multiple | | | ected |
| Station | Х | Y | Z | type | | dius | reflection | าร | Emiss | on level |
| km | | | | [dB] | | IB] | [dB] | | day | night |
| 0+000 | 386110.532 | 3769245.213 | 91.92 | - | | - | - | | - | - |
| 0+086 | 386143.202 | 3769324.760 | 91.33 | - | | - | - | | | - |
| HSR_2trk_thr | | | Rail track: | Direction: | | | | ction: 1 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | | Emiss | on level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | | dinates of track axis | | Track | | irve | Multiple | • | | ected |
| Station | X | Υ | Z | type | | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+000 | 386139.200 | 3769325.196 | 91.20 | = | | - | - | | - | - |
| 0+072 | 386110.318 | 3769258.991 | 91.92 | - | | - | - | | - | - |
| HSR_2trk-4tra | | | Rail track: | Direction: | | | | ction: 1 | | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | r | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 |
| Track | | dinates of track axis | | Track | Cu | irve | Multiple | | | ected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | ion level |
| 1 | | | | [dB] | [d | IB] | [dB] | | day | night |
| km | | 0700040 000 | 04.40 | | | | | | | _ |
| 0+000 | 386792.782 | 3769919.939 | 91.19 | - | | | - | | - | |
| | 386792.782 386606.968 | 3769742.417 | 91.19 89.89 | - | | - | - | | - | - 1 |
| 0+000 | | | | - | | - | - | | - | |

| | | | Rail track: | Direction: | | | Sec | ction: 1 | 13 | Km: 0+00 |
|---|--|--|--|---|--|---|--|--------------------------|--|--|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 19 | 5 | 16 | 175 | yes | 47.2 | 43.5 |
| Track | Coord | linates of track axis | | Track | Cu | ırve | Multiple |) | Cor | rected |
| Station | X | Υ | Z | type | rad | dius | reflection | าร | Emiss | sion level |
| km | | | | [dB] | [0 | B] | [dB] | | day | night |
| 0+000 | 386026.567 | 3768912.709 | 93.81 | - | | - | | | - | - |
| 0+329 | 386204.848 | 3768677.695 | 83.88 | - | | - | - | | - | - |
| South10_HSR4 | | F | Rail track: | Direction: | | | Sec | ction: 1 | 14 | Km: 0+00 |
| | Train | type | | Number of | of trains | Speed | Length per | | Emiss | sion level |
| | | , | | day | night | | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 19 | 5 | 16 | 203 | ves | 65.3 | 61.6 |
| Track | Coord | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | z | type | | dius | reflection | | | sion level |
| km | | · | _ | [dB] | | dB1 | [dB] | .0 | day | night |
| 0+000 | 386039.054 | 3768912.182 | 93.75 | - [uD] | Į. | - | [GD] | | - | - 1119110 |
| 0+316 | 386204.848 | 3768677.695 | 83.88 | - | | _ | - | | - | _ |
| outh10_HSR4 | | | Rail track: | Direction: | | | Sec | ction: 1 | 15 | Km: 0+00 |
| | Train | | 10.1.1.00.1. | Number | of trains | Speed | Length per | _ | | sion level |
| | Halli | type | | 1 | | Speed | | 1 | | 1 |
| | | | | day | night | 1 | train | Max | day | night |
| | | | | 10 | | km/h | m | | dB(A) | dB(A) |
| Tuesda | Casus | lington of two all avia | 0 | 19 Track | 5 | 16 | 175 | | 47.2 | 43.5 |
| Track | | dinates of track axis | | | | irve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | าร | | sion level |
| | | | | | | | | | davi | |
| km | | | | [dB] | | iB] | [dB] | | day | night |
| 0+000 | 386044.035 | 3768914.069 | 93.78 | [dB] - | | - 1 | - [dB] | | - | nignt |
| 0+000 0+311 | 386044.035 386206.171 | 3768683.692 | 83.93 | - | | - | - | | - | - |
| 0+000 0+311 | 386206.171 | 3768683.692 | | Direction: | | - | Sec | ction: 1 | - - 16 | - - Km: 0+00 |
| 0+000 0+311 | | 3768683.692 | 83.93 | - | | - 1 | Sec | | - - 16 | Km: 0+00 |
| 0+000 0+311 | 386206.171 | 3768683.692 | 83.93 | Direction: | | Speed | Sec | | - - 6 Emiss day | Km: 0+00 |
| 0+000 0+311 | 386206.171 | 3768683.692 | 83.93 | Direction: Number of day | of trains night | - | Sec Length per train m | | Emiss day dB(A) | Km: 0+00 |
| 0+000 0+311 South10_HSR4 | 386206.171 Train | 3768683.692 F | 83.93 Rail track: | Direction: Number of day | of trains night | Speed km/h | Secondary Second | Max | 6 Emiss day dB(A) 47.2 | Km: 0+00 sion level night dB(A) 43.5 |
| 0+000 0+311 South10_HSR4 | 386206.171 Train | 3768683.692 | 83.93 Rail track: | Direction: Number of day | of trains night 5 | Speed km/h 16 | Sec Length per train m 175 Multiple | Max | 6 Emiss day dB(A) 47.2 | Km: 0+00 sion level night dB(A) 43.5 |
| 0+000 0+311 South10_HSR4 | 386206.171 Train | 3768683.692 F | 83.93 Rail track: | Direction: Number of day | of trains night 5 | Speed km/h | Secondary Second | Max | 6 Emiss day dB(A) 47.2 | Km: 0+00 sion level night dB(A) 43.5 |
| 0+000 0+311 South10_HSR4 | 386206.171 Train Coord X | type dinates of track axis | 83.93 Rail track: | Direction: Number of day 19 Track | of trains night 5 Cu | Speed km/h 16 | Sec Length per train m 175 Multiple | Max | 6 Emiss day dB(A) 47.2 | Km: 0+00 sion level night dB(A) 43.5 rected sion level |
| O+000 0+311 South10_HSR4 Track Station km 0+000 | 386206.171 Train Coord X 386056.081 | 3768683.692 type dinates of track axis | 83.93 Rail track: 0 Z 93.66 | Direction: Number of day 19 Track type | of trains night 5 Cu rac | Speed km/h 16 | Sec Length per train m 175 Multiple reflection | Max | Emiss day dB(A) 47.2 Cor Emiss | Km: 0+00 sion level night dB(A) 43.5 rected sion level |
| 0+000 0+311 couth10_HSR4 Track Station km | 386206.171 Train Coord X | type dinates of track axis | 83.93 Rail track: | Direction: Number of day 19 Track type [dB] | of trains night 5 Cu raa [0] | Speed km/h 16 | Sec Length per train m 175 Multiple reflectior [dB] | Max yes | day dB(A) 47.2 Cor Emiss day | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - |
| 0+000 0+311 couth10_HSR4 Track Station km 0+000 0+298 | 386206.171 Train Coord X 386056.081 | 3768683.692 type dinates of track axis Y 3768911.282 3768683.692 | 83.93 Rail track: 0 Z 93.66 | Direction: Number of day 19 Track type [dB] | of trains night 5 Cu raa [0] | Speed km/h 16 lirve dius 4B] | Sec Length per train m 175 Multiple reflectior [dB] | Max | day dB(A) 47.2 Cor Emiss day | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - |
| 0+000 0+311 couth10_HSR4 Track Station km 0+000 0+298 | 386206.171 Train Coord X 386056.081 | 3768683.692 type dinates of track axis Y 3768911.282 3768683.692 | 83.93 Rail track: 0 Z 93.66 83.93 | Direction: Number of day 19 Track type [dB] | of trains night 5 Cu raa [0 | Speed km/h 16 lirve dius 4B] | Sec Length per train m 175 Multiple reflectior [dB] | Max yes sins | day dB(A) 47.2 Cor Emiss day | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - |
| 0+000 0+311 couth10_HSR4 Track Station km 0+000 0+298 | 386206.171 Train Coord X 386056.081 386206.171 | 3768683.692 type dinates of track axis Y 3768911.282 3768683.692 | 83.93 Rail track: 0 Z 93.66 83.93 | Direction: Number of day 19 Track type [dB] - Direction: Number of | of trains night 5 Cu rac [cu | Speed km/h 16 arve dius dB] | Length per train m 175 Multiple reflectior [dB] | Max yes sins | day dB(A) 47.2 Cor Emiss day | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - Km: 0+00 sion level |
| 0+000 0+311 couth10_HSR4 Track Station km 0+000 0+298 | 386206.171 Train Coord X 386056.081 386206.171 | 3768683.692 type dinates of track axis Y 3768911.282 3768683.692 | 83.93 Rail track: 0 Z 93.66 83.93 | Direction: Number of day 19 Track type [dB] Direction: | of trains night 5 Cu raa [0 | Speed km/h 16 arve dius dB] | Secondary per se | Max yes ns | Cor Emiss day | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - Km: 0+00 sion level night |
| 0+000 0+311 couth10_HSR4 Track Station km 0+000 0+298 | 386206.171 Train Coord X 386056.081 386206.171 | 3768683.692 type dinates of track axis Y 3768911.282 3768683.692 | 83.93 Rail track: 0 Z 93.66 83.93 | Direction: Number of day 19 Track type [dB] - Direction: Number of | of trains night 5 Cu rac [cu | Speed km/h 16 urve dius dB] Speed | Secondary Second | Max yes ns | day dB(A) 47.2 Cor Emiss day | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - Km: 0+00 sion level night |
| 0+000 0+311 couth10_HSR4 Track Station km 0+000 0+298 | 386206.171 Train Coord X 386056.081 386206.171 | 3768683.692 type dinates of track axis Y 3768911.282 3768683.692 | 83.93 Rail track: 0 Z 93.66 83.93 Rail track: | Direction: Number of day 19 Track type [dB] Direction: Number of day | of trains night 5 Cu rac [cu | Speed km/h 16 urve dius dB] Speed km/h | Secondary per se | Max yes ns etion: | day dB(A) 47.2 Cor Emiss day 7 Emiss day dB(A) 67.0 63.4 | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - Km: 0+00 sion level night dB(A) 61.7 58.6 |
| 0+000 0+311 couth10_HSR4 Track Station km 0+000 0+298 | 386206.171 Train Coord X 386056.081 386206.171 Train | 3768683.692 type dinates of track axis Y 3768911.282 3768683.692 | 83.93 Rail track: 0 Z 93.66 83.93 Rail track: | Direction: Number of day 19 Track type [dB] Direction: Number of day 30 | of trains night Cu rac [co of trains night 5 3 | Speed km/h 16 arve dius BB] Speed km/h 16 | Secondary per se | Max yes ons Max yes yes | day dB(A) 47.2 Cor Emiss day 7 Emiss day dB(A) 67.0 63.4 | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - Km: 0+00 sion level night dB(A) 61.7 |
| O+000 0+311 Fouth10_HSR4 Track Station km 0+000 0+298 Fouth10 | 386206.171 Train Coord X 386056.081 386206.171 Train | 3768683.692 type dinates of track axis | 83.93 Rail track: 0 Z 93.66 83.93 Rail track: | Direction: Number of day 19 Track type [dB] Direction: Number of day 30 12 Track | of trains night Cu rac [co of trains night 5 Cu rac Cu rac Cu co co co co co co co co co c | Speed km/h 16 arve dius dB] Speed km/h 16 16 16 | Secondary per train m 175 Multiple reflection [dB] Secondary per train m 151 203 | Max yes otion: | day dB(A) 47.2 Cor Emiss day 7 Emiss day dB(A) 67.0 63.4 Cor | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - Km: 0+00 sion level night dB(A) 61.7 58.6 |
| O+000 0+311 Couth10_HSR4 Track Station km 0+000 0+298 Couth10 Track | 386206.171 Train Coord X 386056.081 386206.171 Train | type dinates of track axis Y 3768911.282 3768683.692 type dinates of track axis | 83.93 Rail track: 0 Z 93.66 83.93 Rail track: | Direction: Number of day 19 Track type [dB] | of trains night 5 Cu rac [cu of trains night 5 Cu rac cu rac rac rac rac | Speed km/h 16 urve dius dB] Speed km/h 16 16 16 urve dius | Secondary per se | Max yes otion: | day dB(A) 47.2 Cor Emiss day 7 Emiss day dB(A) 67.0 63.4 Cor | Km: 0+00 sion level night dB(A) 43.5 rected sion level night - Km: 0+00 sion level night dB(A) 61.7 58.6 rected sion level |
| O+000 0+311 South10_HSR4 Track Station km 0+000 0+298 South10 Track Station | 386206.171 Train Coord X 386056.081 386206.171 Train | type dinates of track axis Y 3768911.282 3768683.692 type dinates of track axis | 83.93 Rail track: 0 Z 93.66 83.93 Rail track: | Direction: Number of day 19 Track type [dB] Direction: Number of day 30 12 Track | of trains night 5 Cu rac [cu of trains night 5 Cu rac cu rac rac rac rac | Speed km/h 16 arve dius dB] Speed km/h 16 16 16 | Secondary per se | Max yes otion: | Emiss day dB(A) 47.2 Cor Emiss day | night dB(A) 43.5 rected sion level night - Km: 0+00 sion level night dB(A) 61.7 58.6 |

| Track | South10 | | F | Rail track: | Direction: | | | Sed | ction: 1 | 8 | Km: 0+000 |
|--|----------|------------|-----------------------|-------------|------------|-----------|--------|-----------|----------|-------|--------------|
| Track | | Train | type | | Number | of trains | Speed | Length pe | | Emiss | sion level |
| Track | | | | | day | night | | train | Max | day | night |
| Track | | | | | | _ | km/h | m | | dB(A) | dB(A) |
| Track Coordinates of track axis Track Curve Multiple Corrected Emission level Coordinates of track axis Track Curve Multiple Corrected Coordinates of track axis Coordinat | | | | 0 | | | | | yes | | 61.7 |
| Station X | Total | 0 | Partie of the above | - | | | | | l - | | 58.6 |
| Amount A | | | 1 | | | | | | | | |
| O+000 | | Χ | Y | ۷ | | | | | 15 | | 1 |
| Description Section | | 396072 004 | 2769010 669 | 02.59 | | [C | авј | [aB] | | day | night |
| Number of trains day night Number of trains | | | | | | | - | - | | - | - |
| day | South10 | | F | Rail track: | Direction: | | | Sed | ction: 1 | 9 | Km: 0+000 |
| Track Coordinates of track axis Track Curve Multiple Corrected Emission level Carpet Curve | | Train | type | | Number | of trains | Speed | Length pe | | Emiss | sion level |
| 1 | | | | | day | night | | train | Max | day | night |
| Track | | | | | | | | | | () | dB(A) |
| Track Coordinates of track axis Track Curve type radius fellections Emission level fellow fellections fellections fellow fellections fellow fellections fellow fellections fellow fellections fellow fellections fellow fellow fellections fellow fellow fellections fellow f | | | | - | | | | | yes | | 61.7 |
| Station | | | | | | | • | | - | | 58.6 |
| Mathematical Procession Mathematical Pro | | 1 | | | | | - | • | | | |
| O+000 | | X | Y | ۷ | • • | | | | ns | | 1 |
| O+272 386209.772 3768691.097 84.02 - | | 20077 004 | 2760040.070 | 00.57 | | [0 | | [dB] | | | night |
| Number of trains Speed Length per Emission level Max May night Max May | | | | | | | | - | | - | - |
| Direction Count | | 000200.112 | | | Direction: | | | Sec | ction: 2 | 20 | Km: 0+000 |
| Direction Count | | Train | type | | Number | of trains | Speed | Length pe | | Emiss | sion level |
| Number of trains Speed Length pet train Max | | | 71 - | | dav | niaht | | | 1 | | night |
| Track | | | | | , | 9 | km/h | | | • | dB(A) |
| Track Coordinates of track axis Track Curve radius reflections Emission level | | | | 0 | 30 | 5 | | | yes | | 61.7 |
| Station km | | | | 0 | 12 | 3 | 16 | | - | 63.4 | 58.6 |
| Mm | Track | Coord | linates of track axis | | Track | Cı | urve | Multiple | , | Cor | rected |
| O+000 | Station | X | Υ | Z | | | | | าร | | sion level |
| O+260 386210.302 3768696.653 84.06 - | | | | | | [0 | dB] | [dB] | | day | night |
| South10 Rail track: Direction: Section: 21 Km: 0+ | | | | | - | | | - | | - | - |
| Number of trains Speed Length per train Max day night km/h m Max day night day night km/h m day night km/h m day night day night | _ | 386210.302 | | | Discotion. | | - | - 0 | | - | - 1/ 0 - 000 |
| day night km/h m Max day night km/h m Max day night km/h m Max day night day night km/h m Max day night da | South 10 | Tanka | | Rail track: | | | I 0 | _ | | | |
| Max Max | | ıraın | туре | | | l | Speed | | | | 1 |
| 1 | | | | | day | night | L //s | | IVIAX | | night |
| Track Coordinates of track axis Track Curve Multiple Corrected | | | | 0 | 20 | E | _ | | | | dB(A) |
| Track Coordinates of track axis Track Curve radius Multiple reflections Corrected semission level (dB) Station km X Y Z type radius reflections Emission level (dB) (dB) (dB) (dB) (dB) (dB) (day nig 0+000 0+255 386210.302 3768696.653 84.06 - | | | | | | | | | | | 58.6 |
| Station | Track | Coord | linates of track axis | | | | | | | | |
| Rail track Speed Length per Emission level day night m day night length per length per | Station | X | Υ | Z | type | ra | dius | • | | Emiss | sion level |
| 0+000 | | | | | | | | | | day | night |
| Number of trains Speed Length per Emission level day night km/h m dB(A) dB dB dB day night Station X Y Z type radius reflections Length per train Max day night day night km/h m dB(A) dB day night dB dB dB dB dB dB dB d | | | | | - | | - | - | | - | - |
| Number of trains Speed Length per train Max day night km/h m dB(A) dB(A) | | 386210.302 | | | Directic | | - | - | tion 1 | - | - I/m: 0:000 |
| day night train Max day night m dB(A) dB(A) | outn10 | | | Kali track: | | | I o : | _ | | | Km: 0+000 |
| March Marc | | Train | туре | | | | Speed | | i I | | 1 |
| Track Coordinates of track axis Track Curve Multiple Corrected Station X Y Z type radius reflections Emission level km [dB] [dB] [dB] [dB] day nig 0+000 386104.970 3768904.234 93.32 - | | | | | day | night | lem /h | | Max | • | night |
| Track Coordinates of track axis Track Curve Multiple Corrected Station X Y Z type radius reflections Emission level km [dB] [dB] [dB] day nig 0+000 386104.970 3768904.234 93.32 - | | | | 0 | 30 | 5 | | | | . , | dB(A) |
| TrackCoordinates of track axisTrackCurveMultipleCorrectedStationXYZtyperadiusreflectionsEmission levelkm[dB][dB][dB][dB]daynig0+000386104.9703768904.23493.32 | | | | | | | | | | | 58.6 |
| Station X Y Z type radius reflections Emission level km [dB] [dB] [dB] day nig 0+000 386104.970 3768904.234 93.32 - - - - - - - | Track | Coord | linates of track axis | | | | | | | | |
| km [dB] [dB] [dB] day nig 0+000 386104.970 3768904.234 93.32 - | | | | | | | | • | | | |
| 0+000 386104.970 3768904.234 93.32 | km | | | | | | | [dB] | | day | night |
| 0+249 386210.302 3768696.653 84.06 | | | | | | | - | - | | | - |
| | 0+249 | 386210.302 | 3768696.653 | 84.06 | | | - | - | | | - |
| | - | | | | | | | | | | |

| | | | Rail track: | Direction: | | | Sec | tion: 2 | 3 | Km: 0+000 |
|---|---|--|--|--|---|---|---|---------------|--|---|
| | Train | type | | Number | | Speed | Length per | 1 | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - | 69.0 | 63.8 |
| Track | Coord | dinates of track axis | 0 | 38 Track | 7 | urve 32 | 203 Multiple | <u> </u> | 65.5 | 60.7 |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | Α | | _ | [dB] | | dB] | [dB] | 13 | day | night |
| 0+000 | 386209.772 | 3768691.097 | 84.02 | - [GD] | <u> </u> | - | - [ub] | | - | - Ingrit |
| 0+128 | 386333.643 | 3768659.816 | 83.82 | - | | - | - | | - | - |
| outh2 | | | Rail track: | Direction: | | | Sec | ction: 2 | 4 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 203 | - | 69.0 | 63.8 |
| Track | Coord | dinates of track axis | 0 | 17 Track | 4 C | urve 32 | Multiple | - | 62.0 | 58.0 |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | ^ | • | _ | [dB] | | dB] | [dB] | 13 | day | night |
| 0+000 | 386425.543 | 3768034.133 | 80.77 | - [GD] | <u> </u> | - | - [uD] | | - | - Ingrit |
| 0+177 | 386456.132 | 3767859.838 | 79.84 | - | | - | - | | - | - |
| outh2 | | | Rail track: | Direction: | | | Sec | ction: 2 | .5 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - 1 | 69.0 | 63.8 |
| 1 | | | 0 | 38 | 7 | 32 | 203 | - | 65.5 | 60.7 |
| Track | 1 | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | ns | | ion level |
| 0+000 | 386333.643 | 3768659.816 | 83.82 | [dB] - | | dB] | [dB] | | day - | night |
| 0+000 | 386425.610 | 3768034.139 | 80.77 | - | | _ | - | | - | _ |
| | | | Rail track: | Direction: | | | Sec | ction: 2 | :6 | Km: 0+000 |
| outh2 | | | | | | Speed | Length per | П | Emiss | ion level |
| outh2 | Train | | | Number | of trains | | Longin poi | | | |
| South2 | Train | | | 1 | | Opoou | | Max | | night |
| South2 | Train | | | Number day | of trains night | km/h | train | | day | night dB(A) |
| outh2 | Train | | 0 | day 89 | | km/h | train m | | | night dB(A) 63.8 |
| | | type | 0 | 89 38 | night 16 7 | km/h 32 32 | train m 151 203 | Max - - | day dB(A) 69.0 65.5 | dB(A) 63.8 60.7 |
| Track | Coord | type | 0 | day 89 38 Track | night 16 7 | km/h 32 32 urve | train m 151 203 Multiple | Max - - | day dB(A) 69.0 65.5 Cor | dB(A) 63.8 60.7 rected |
| Track Station | | type | 0 | 89 38 Track type | night 16 7 Cu | km/h 32 32 urve dius | train m 151 203 Multiple reflection | Max - - | day dB(A) 69.0 65.5 Cor Emiss | dB(A) 63.8 60.7 rected |
| Track Station km | Coord X | type dinates of track axis | 0 S Z | day 89 38 Track | night 16 7 Cu | km/h 32 32 urve | train m 151 203 Multiple | Max - - | day dB(A) 69.0 65.5 Cor | dB(A) 63.8 60.7 rected |
| Track Station km 0+000 | Coorc X 386334.825 | dinates of track axis Y 3768663.917 | 0 Z 83.82 | 89 38 Track type | night 16 7 Cu | km/h 32 32 urve dius | train m 151 203 Multiple reflection | Max - - | day dB(A) 69.0 65.5 Cor Emiss | dB(A) 63.8 60.7 rected |
| Track Station km 0+000 0+890 | Coord X | dinates of track axis Y 3768663.917 3767860.643 | 0 Z 83.82 79.58 | 89 38 Track type | night 16 7 Cu rae | km/h 32 32 urve dius | train m 151 203 Multiple reflectior [dB] | Max | day dB(A) 69.0 65.5 Cor Emiss day - | dB(A) 63.8 60.7 rected ion level night |
| Track Station km 0+000 0+890 | X 386334.825 386460.712 | dinates of track axis Y 3768663.917 3767860.643 | 0 Z 83.82 | 89 38 Track type [dB] - Direction: | night 16 7 Cu rac | km/h 32 32 urve dius | train m 151 203 Multiple reflection [dB] | Max | day dB(A) 69.0 65.5 Cor Emiss day | dB(A) 63.8 60.7 rected ion level night - Km: 0+000 |
| Track Station km 0+000 0+890 | Coorc X 386334.825 | dinates of track axis Y 3768663.917 3767860.643 | 0 Z 83.82 79.58 | 89 38 Track type [dB] | night 16 7 Cu rac [c | km/h 32 32 urve dius dB] | train m 151 203 Multiple reflectior [dB] | Max | day dB(A) 69.0 65.5 Cor Emiss day | dB(A) 63.8 60.7 rected ion level night Km: 0+000 ion level |
| Track Station km 0+000 0+890 | X 386334.825 386460.712 | dinates of track axis Y 3768663.917 3767860.643 | 0 Z 83.82 79.58 | 89 38 Track type [dB] - Direction: | night 16 7 Cu rac | km/h 32 32 urve dius dB] | train m 151 203 Multiple reflection [dB] - Sec | Max | day dB(A) 69.0 65.5 Cor Emiss day Emiss | dB(A) 63.8 60.7 rected ion level night - Km: 0+000 |
| Track Station km 0+000 0+890 | X 386334.825 386460.712 | dinates of track axis Y 3768663.917 3767860.643 | 0 5 Z 83.82 79.58 Rail track: | 89 38 Track type [dB] - Direction: Number day | night 16 7 Cu rac [c | km/h 32 32 urve dius dB] Speed km/h 32 | train m 151 203 Multiple reflection [dB] - Sec Length per train m 151 | Max | day dB(A) 69.0 65.5 Cor Emiss day - - - - - - - - - - - - - - - - - - - | dB(A) 63.8 60.7 rected ion level night Km: 0+000 ion level night dB(A) 63.8 |
| Track Station km 0+000 0+890 couth4 | Coord X 386334.825 386460.712 Train | dinates of track axis Y 3768663.917 3767860.643 | 83.82 79.58 Rail track: | 89 38 Track type [dB] - Direction: Number day 89 38 | night 16 7 Cu rac [a of trains night 16 7 | km/h 32 32 urve dius dB] Speed km/h 32 32 | train m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 | Max etion: 2 | day dB(A) 69.0 65.5 Cor Emiss day - - - - - - - - - - - - - - - - - - - | dB(A) 63.8 60.7 rected ion level night Km: 0+000 ion level night dB(A) 63.8 60.7 |
| Track Station km 0+000 0+890 South4 | Coord X 386334.825 386460.712 Train | dinates of track axis Y 3768663.917 3767860.643 type | 83.82 79.58 Rail track: | day 89 38 Track type [dB] Direction: Number day 89 38 Track | night 16 7 Cu raa [a of trains night 16 7 Cu | km/h 32 32 urve ddius dB] - Speed km/h 32 32 urve | train m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple | Max | day dB(A) 69.0 65.5 Cor Emiss day - - - - - - - - - - - - - - - - - - - | dB(A) 63.8 60.7 rected ion level night - Km: 0+000 ion level night dB(A) 63.8 60.7 rected |
| Station km 0+000 0+890 South4 | Coord X 386334.825 386460.712 Train | dinates of track axis Y 3768663.917 3767860.643 | 83.82 79.58 Rail track: | day 89 38 Track type [dB] Direction: Number day 89 38 Track type | of trains night | km/h 32 32 urve dius dB] - Speed km/h 32 32 urve dius | train m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple reflection | Max | day dB(A) 69.0 65.5 Cor Emiss day - - - - - - - - - - - - - - - - - - - | dB(A) 63.8 60.7 rected ion level night - Km: 0+000 ion level night dB(A) 63.8 60.7 rected ion level |
| Track Station km 0+000 0+890 South4 | Coord X 386334.825 386460.712 Train | dinates of track axis Y 3768663.917 3767860.643 type | 83.82 79.58 Rail track: | day 89 38 Track type [dB] Direction: Number day 89 38 Track | of trains night | km/h 32 32 urve ddius dB] - Speed km/h 32 32 urve | train m 151 203 Multiple reflection [dB] - Sec Length per train m 151 203 Multiple | Max | day dB(A) 69.0 65.5 Cor Emiss day - - - - - - - - - - - - - - - - - - - | dB(A) 63.8 60.7 rected ion level night - Km: 0+000 ion level night dB(A) 63.8 60.7 rected |

| | | | Rail track: | Direction: | | | Sec | ction: 2 | 28 | Km: 0+000 |
|--|--|--------------------------------------|------------------------------------|--|-------------------------|-------------------------------------|--|----------------|--|---|
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| Track | Coord | dinates of track axis | | Track | Cı | ırve | Multiple | ; | Cor | rected |
| Station | X | Y | Z | type | rac | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386334.825 | 3768663.917 | 83.82 | - | | - | - | | - | - |
| 0+368 | 386626.714 | 3768836.135 | 84.15 | | | - | | | | - |
| South4_HSR2 | 2 | | Rail track: | Direction: | | | | ction: 2 | 19 | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 39 | 10 | 32 | 175 | - | 52.9 | 49.2 |
| Track | | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386206.171 | 3768683.692 | 83.93 | - | | - | - | | - | - |
| 0+969 | 386457.662 | 3767878.014 | 79.69 | - | _ | - | - | | - | |
| South4_HSR2 | | | Rail track: | Direction: | | | | ction: 3 | | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 39 | 10 | 32 | 175 | - | 52.9 | 49.2 |
| Track | | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386204.959 | 3768679.601 | 83.89 | - | | - | - | | - | - |
| 0+965 | 386453.503 | 3767877.061 | 79.94 | - | _ | - | | | - | |
| _AUS_12 | | | Rail track: | Direction: | | | | tion: 3 | | Km: 0+000 |
| | Train | type | | Number o | | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 22 | 4 | 16 | 151 | - | 65.8 | 61.0 |
| | | | 0 | 7 | 0 | 16 | 203 | - | 60.9 | rected |
| Trook | Coore | dinatas of track avia | | | C. | | Multiple | | Car | |
| Track | | dinates of track axis | | Track | | urve | Multiple | | | |
| Station | Coord | dinates of track axis | Z | Track type | rac | dius | reflection | | Emiss | ion level |
| Station km | Х | Y | Z | Track | rac | | • | | | |
| Station km 0+000 | X 386177.817 | Y 3769354.950 | 2 91.92 | Track type | rac | dius | reflection | | Emiss | ion level |
| Station km 0+000 0+457 | Х | Y 3769354.950 3768905.678 | 91.92 93.38 | Track type [dB] | rac | dius | reflection [dB] | าร | Emiss day - - | ion level night |
| Station km 0+000 0+457 | X 386177.817 386093.644 | Y 3769354.950 3768905.678 | 2 91.92 | Track type [dB] - Direction: | rai [d | dius dB] - - | reflection [dB] - - Sec | ns ction: 3 | Emiss day - - - 32 | ion level night - - Km: 0+000 |
| Station km 0+000 0+457 | X 386177.817 386093.644 | Y 3769354.950 3768905.678 | 91.92 93.38 | Track type [dB] Direction: | ra [d | dius | reflection [dB] Sec | ns ction: 3 | Emiss day - - 32 Emiss | ion level night - Km: 0+000 ion level |
| Station km 0+000 0+457 | X 386177.817 386093.644 | Y 3769354.950 3768905.678 | 91.92 93.38 | Track type [dB] - Direction: | rai [d | dius dB] - - - Speed | reflection [dB] Sec Length per | ns ction: 3 | Emiss day - - 32 Emiss day | ion level night - Km: 0+000 ion level night |
| Station km 0+000 0+457 | X 386177.817 386093.644 | Y 3769354.950 3768905.678 | 91.92 93.38 Rail track: | Track type [dB] Direction: Number o | of trains | dius dB] Speed km/h | reflection [dB] Sec Length per train m | ns ction: 3 | Emiss day 32 Emiss day dB(A) | ion level night Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+457 | X 386177.817 386093.644 | Y 3769354.950 3768905.678 | 91.92 93.38 | Track type [dB] - Direction: Number of day | of trains night | dius dB] Speed km/h 16 | reflection [dB] Sec Length per train m 151 | ns ction: 3 | Emiss day 32 Emiss day dB(A) 65.8 | ion level night - Km: 0+000 ion level night |
| Station km 0+000 0+457 AUS_12 | X 386177.817 386093.644 Train | 3769354.950 3768905.678 | 7 91.92 93.38 Rail track: | Track type [dB] - Direction: Number of day 22 7 | of trains night | dius dB] Speed km/h | reflection [dB] Sec Length per train m 151 203 | etion: 3 | Emiss day 32 Emiss day dB(A) 65.8 60.9 | ion level night Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+457 _AUS_12 | X 386177.817 386093.644 Train | Y 3769354.950 3768905.678 | 7 91.92 93.38 Rail track: | Track type [dB] - Direction: Number o day 22 7 Track | of trains night 4 0 | dius dius diB] | reflection [dB] Sec Length per train m 151 203 Multiple | otion: 3 | Emiss day 32 Emiss day dB(A) 65.8 60.9 Corr | km: 0+000 ion level night dB(A) 61.0 rected |
| Station km 0+000 0+457 AUS_12 | X 386177.817 386093.644 Train | 3769354.950 3768905.678 n type | 7 91.92 93.38 Rail track: | Track type [dB] - Direction: Number o day 22 7 Track type | of trains night 4 0 Cu | dius dius diB] | reflection [dB] Sec Length per train m 151 203 Multiple reflection | otion: 3 | Emiss day 32 Emiss day dB(A) 65.8 60.9 Corr Emiss | km: 0+000 ion level night dB(A) 61.0 rected ion level |
| Station km 0+000 0+457 _AUS_12 | X 386177.817 386093.644 Train | 3769354.950 3768905.678 n type | 7 91.92 93.38 Rail track: | Track type [dB] - Direction: Number o day 22 7 Track | of trains night 4 0 Cu | dius dius diB] | reflection [dB] Sec Length per train m 151 203 Multiple | otion: 3 | Emiss day 32 Emiss day dB(A) 65.8 60.9 Corr | km: 0+000 ion level night dB(A) 61.0 rected |

| AUS_12 | | | Rail track: | Direction: | | | | tion: 3 | | Km: 0+000 |
|----------------|--------------------------|----------------------------|----------------|--------------|-----------|-------------|-----------------|----------|--------------|----------------|
| | Train | type | | Number | l . | Speed | Length pe | 1 | | ion level |
| | | | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 0 | 22 7 | 4 0 | 16 16 | 151 203 | - | 65.8 60.9 | 61.0 |
| Track | Coord | dinates of track axis | | Track | Cı | ırve | Multiple | , | Cor | rected |
| Station | X | Y | Z | type | rac | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [c | iB] | [dB] | | day | night |
| 0+000 0+483 | 386178.406 386072.904 | 3769381.047 3768910.668 | 91.92 93.58 | - | | - | - | | - | - |
| AUS_12 | | | Rail track: | Direction: | | | Sed | ction: 3 | 4 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 22 | 4 | 16 | 151 | - | 65.8 | 61.0 |
| Track | Coord | dinates of track axis | 0 | 7 Track | 0 | ırve 16 | 203 Multiple | - | 60.9 | rected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | ,, | ' | _ | [dB] | | BI | [dB] | . | day | night |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | - [uD] | | - | - | | - - | - |
| 0+483 | 386062.371 | 3768915.046 | 93.73 | - | | - | - | | - | - |
| .AUS12_futuı | reHSR4 | | Rail track: | Direction: | | | Sed | ction: 3 | 5 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| Tue el. | 0 | lington of the all puid | 0 | 32 Track | 5 | 16 | 175 | L - | 49.3 | 43.5 |
| Track | | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | Х | Y | Z | type [dB] | | dius dB1 | reflection | ns | | ion level |
| 0+000 | 386056.081 | 3768911.282 | 93.66 | [ubj | | - | [dB] - | | day - | night |
| 0+398 | 386134.905 | 3769300.687 | 91.92 | - | | - | - | | - | - |
| AUS_12 | | | Rail track: | Direction: | | | Sed | ction: 3 | 6 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length pe | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 22 | 4 | 16 | 151 | - | 65.8 | 61.0 |
| Track | Coore | dinates of track axis | 0 | 7 Track | 0 | ırve 16 | 203 Multiple | - | 60.9 | rected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | Α | ' | _ | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386178.406 | 3769381.047 | 91.92 | - | | - | - [ub] | | - - | - Ingrit |
| 0+481 | 386077.284 | 3768910.870 | 89.57 | - | | - | - | | - | - |
| AUS_12 | | | Rail track: | Direction: | | | Sec | tion: 3 | | Km: 0+000 |
| | Train | type | | | of trains | Speed | Length pe | | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | 4 | km/h | m 454 | | dB(A) | dB(A) |
| | | | 0 0 | 22 7 | 4 0 | 16 16 | 151 203 | | 65.8 60.9 | 61.0 |
| Track | Coord | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| HACK | X | Υ | Z | type | | dius | reflection | | | ion level |
| | | | | [dB] | | iB] | [dB] | | day | night |
| Station km | | | | | | | | _ | | |
| Station | 386178.406 386088.708 | 3769381.047 3768906.239 | 91.92 89.41 | | | - | - | | - | - |

| Ma: | Length pe | | | 000+0 |
|---------|-------------------------------------|------------|-----------------------|--|
| 1 - | 1 | | Emission leve | el |
| 3 - | train | Max d | ay ni | night |
| 3 - | m | | | B(A) |
| | 151 | | | 60.7 |
| nle | 203 Multiple | | 0.3 Corrected | - |
| | reflection | | Emission leve | el |
| | [dB] | | 1 | night |
| 1 | - | | • | - |
| | - | | - | |
| | | tion: 39 | Km: 0- | |
| 1 | Length pe | | Emission leve | |
| Ma | train | | | night |
| 1 - | m 151 | | | B(A) 60.7 |
| | 203 | | 0.3 | - |
| ple | Multiple | | Corrected | |
| ions | reflection | is | Emission leve | el |
| 3] | [dB] | d | ay ni | night |
| | - | | - | - |
| Coction | - 201 | tion: 40 | - Km: 0- | - |
| | Length pe | | Emission leve | _ |
| - 1 | train | | | |
| IVIa | | | | night B(A) |
| 1 - | m 151 | | | 60.7 |
| | 203 | | | - |
| ple | Multiple | | Corrected | |
| ions | reflection | ıs | Emission leve | el |
| | [dB] | | - | night |
| | - | | - | - |
| Section | Sec | tion: 41 | Km: 0- |)+000 |
| | Length pe | | Emission leve | |
| - 1 | train | | | night |
| | m | | | B(A) |
| | 151 | | ` ' | 60.7 |
| | 203 | | 0.3 | - |
| • | Multiple | | Corrected | |
| | reflection | | Emission leve | |
| 5] | [dB] | d | ay ni - | night |
| | - | | _ | |
| Section | Sec | tion: 42 | Km: 0- |)+000 |
| per | Length pe | | Emission leve | el |
| 1 | train | | ay ni | night |
| | m | | | B(A) |
| | 151 | | | |
| | Multiple | | | |
| | reflection | | | |
| | [dB] | d | ay ni | night |
| | - | | - | |
| ֡ | 15 ² Multi reflect | ple ior | 1 - 67 ple ions | 1 - 67.3 ple Corrected ions Emission lev |

| NE_5trk | | | Rail track: | Direction: | | | Sec | tion: 4 | 13 | Km: 0+000 |
|--|---|--|-------------------------------|--|-----------------------|--------------------------------|--|----------|---|---|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 60 | 13 | 32 | 151 | - | 67.3 | 63.0 |
| Trook | Coore | dinates of track axis | 0 | 19 Track | 0 | urve 32 | 203 | - | 62.5 | rected |
| Track Station | X | Y | Z | | | dius | Multiple reflection | | | ion level |
| km | ^ | ī | ۷ | type [dB] | | dius dB1 | [dB] | 15 | day | 1 |
| 0+000 | 386528.833 | 3769712.436 | 89.92 | - [ub] | | - | [ub] - | | uay - | night - |
| 0+107 | 386635.696 | 3769718.031 | 91.31 | - | | - | - | | - | - 1 |
| AmtrakEast, | SBL, 20% Metrolini | ς N | Rail track: | Direction: | | | Sec | tion: 4 | 14 | Km: 0+000 |
| | Train | | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | 21. | | day | night | | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 180 | 40 | 32 | 151 | - 1 | 72.0 | 67.7 |
| Track | Coord | dinates of track axis | 3 | Track | Cu | ırve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [c | B] | [dB] | | day | night |
| 0+000 | 386603.806 | | 89.92 | - | | - | - | | - | - |
| 0+309 | 386912.028 | 3769750.728 | 91.91 | · . | | - | - | | - | |
| Riverside | | | Rail track: | Direction: | | | | tion: 4 | | Km: 0+000 |
| | Train | type | | Number o | | Speed | Length per | · I | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | \ / |
| Track | Coord | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | | B] | [dB] | | day | night |
| 0+000 | 386823.638 | | 89.26 | - | | - | - | | - | - |
| 0+256 | 386635.696 | 3769718.031 | 91.31 | - D' | | - | - | | - | 1/ 0 - 000 |
| North4 | - | | Rail track: | Direction: | | | | tion: 4 | | Km: 0+000 |
| | Train | type | | Number | | Speed | Length per | · I | | ion level |
| | | | | day | night | 1//- | train | Max | day | night |
| Tue els | C | din ata a af tua al- accio | | Tuesda | | km/h | M M | | dB(A) | dB(A)_ |
| Track | | dinates of track axis | | Track | | ırve | Multiple | | | |
| Station | X | ĭ | Z | type | | dius dB1 | reflection | is | | ion level |
| km 0+000 | 386592.696 | 3769724.249 | 89.92 | [dB] - | | - | [dB] - | | day - | night - |
| 0+595 | 386894.000 | 3770187.092 | 91.44 | _ | | _ | _ | | _ | |
| South5_noHS | SR | | Rail track: | Direction: | | | Sec | tion: 4 | 17 | Km: 0+000 |
| | Train | type | | Number o | of trains | Speed | Length per | | Emiss | ion level |
| | | 21 - | | day | night | | train | Мах | day | night |
| | | | | , | 9 | km/h | m | | dB(A) | dB(A) |
| | | | | | 40 | 32 | 151 | - | 69.0 | 63.8 |
| | | | 0 | 89 | 16 | 52 | 101 | | | 63.4 |
| | | | 0 | 30 | 14 | 32 | 203 | - | 64.5 | |
| Track | | dinates of track axis | 0 | | 14 Cu | 32 Irve | 203 Multiple | | Cor | rected |
| Track Station | Coord | dinates of track axis | 0 | 30 Track type | 14 Cu | 32 urve dius | 203 Multiple reflection | | Cor | |
| Station km | Х | Υ | 0 S Z | 30 Track | 14 Cu | 32 Irve | 203 Multiple | | Cor | rected |
| Station km 0+000 | X 386460.712 | Y 3767860.643 | 0 S Z 79.58 | 30 Track type | 14 Cu | 32 urve dius | 203 Multiple reflection | | Cor Emiss | rected ion level |
| Station km 0+000 0+290 | Х | Y 3767860.643 3768147.017 | 0 S Z 79.58 80.77 | 30 Track type [dB] - - | 14 Cu | 32 urve dius | 203 Multiple reflection [dB] | ns | Cor Emiss day - - | rected ion level night |
| Station km 0+000 0+290 | X 386460.712 386417.138 | Y 3767860.643 3768147.017 | 0 S Z 79.58 | 30 Track type [dB] Direction: | 14 Cu rac [c | 32 urve dius dB] | 203 Multiple reflection [dB] - - Sec | etion: 4 | Cor Emiss day - - - | rected ion level night - - Km: 0+000 |
| Station km 0+000 0+290 | X 386460.712 | Y 3767860.643 3768147.017 | 0 S Z 79.58 80.77 | 30 Track type [dB] - Direction: | 14 Cu rac [c | 32 urve dius | 203 Multiple reflection [dB] Sec Length per | etion: 4 | Cor Emiss day - - - 18 Emiss | rected ion level night - Km: 0+000 ion level |
| Station km 0+000 0+290 | X 386460.712 386417.138 | Y 3767860.643 3768147.017 | 0 S Z 79.58 80.77 | 30 Track type [dB] Direction: | 14 Cu rac [c | 32 urve dius dB] Speed | 203 Multiple reflection [dB] Sec Length per train | etion: 4 | Cor Emiss day - - 18 Emiss day | rected ion level night Km: 0+000 ion level night |
| Station km 0+000 0+290 | X 386460.712 386417.138 | Y 3767860.643 3768147.017 | 79.58 80.77 Rail track: | 30 Track type [dB] - Direction: Number of | 14 Cu rac [c | 32 urve dius dB] Speed km/h | 203 Multiple reflection [dB] Sec Length per train m | etion: 4 | Cor Emiss day - - 18 Emiss day dB(A) | rected ion level night - Km: 0+000 ion level |
| Station km 0+000 0+290 .oop2 | X 386460.712 386417.138 Train | Y 3767860.643 3768147.017 type | 0 S Z 79.58 80.77 Rail track: | 30 Track type [dB] - Direction: Number of day 30 | 14 Cu rac [c | 32 Irve dius IB] Speed km/h 32 | 203 Multiple reflection [dB] Sec Length per train m 203 | etion: 4 | Cor Emiss day - - 18 Emiss day dB(A) 64.5 | rected ion level night Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+290 Loop2 | X 386460.712 386417.138 Train | 3767860.643 3768147.017 type | 79.58 80.77 Rail track: | 30 Track type [dB] Direction: Number of day 30 Track | of trains night | 32 urve dius dB] | 203 Multiple reflection [dB] Sec Length per train m 203 Multiple | ction: 4 | Cor Emiss day - !8 Emiss day dB(A) 64.5 | rected ion level night Km: 0+000 ion level night dB(A) rected |
| Station km 0+000 0+290 Loop2 | X 386460.712 386417.138 Train | Y 3767860.643 3768147.017 type | 0 S Z 79.58 80.77 Rail track: | 30 Track type [dB] Direction: Number of day 30 Track type | of trains night | 32 Irve dius IB] | 203 Multiple reflectior [dB] Sec Length per train m 203 Multiple reflectior | ction: 4 | Cor Emiss day - 88 Emiss day dB(A) 64.5 Cor Emiss | rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level |
| Station km 0+000 0+290 Loop2 Track Station km | X 386460.712 386417.138 Train Coord | Y 3767860.643 3768147.017 type dinates of track axis | 79.58 80.77 Rail track: | 30 Track type [dB] Direction: Number of day 30 Track type [dB] | of trains night | 32 Irve dius BB | 203 Multiple reflection [dB] Sec Length per train m 203 Multiple | ction: 4 | Cor Emiss day - !8 Emiss day dB(A) 64.5 | rected ion level night Km: 0+000 ion level night dB(A) rected |
| Station km 0+000 0+290 .oop2 | X 386460.712 386417.138 Train | 3767860.643 3768147.017 type | 79.58 80.77 Rail track: | 30 Track type [dB] Direction: Number of day 30 Track type | of trains night | 32 Irve dius IB] | 203 Multiple reflectior [dB] Sec Length per train m 203 Multiple reflectior | ction: 4 | Cor Emiss day - 88 Emiss day dB(A) 64.5 Cor Emiss | rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level |

| | | | Rail track: | Direction: | | | Sec | ction: 4 | 19 | Km: 0+000 |
|--|--|--|---|--|--|--|--|------------------|---|---|
| | Train | type | | Number | of trains | Speed | Length per | 1 | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - | 69.0 | 63.8 |
| Track | Coord | dinates of track axis | 0 | 30 Track | 14 | urve 32 | 203 Multiple | - | 64.5 | 63.4 |
| Station | X | Y | Z | | | dius | reflection | | | sion level |
| km | ^ | ' | ۷ | type [dB] | | dB] | [dB] | 15 | day | night |
| 0+000 | 386456.132 | 3767859.838 | 79.84 | - [ub] | [C | - [UI | - [ub] | | uay - | - Iligiit |
| 0+177 | 386425.543 | 3768034.133 | 80.77 | - | | - | - | | - | - |
| outh5_noHSR | | | Rail track: | Direction: | | | Sec | ction: 5 | 50 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 89 | 16 | 32 | 151 | - | 69.0 | 63.8 |
| - . 1 | | | 0 | 30 | 14 | 32 | 203 | - | 64.5 | 63.4 |
| Track | 1 | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | | dius | reflection | 15 | | sion level |
| 0+000 | 386425.610 | 3768034.139 | 80.77 | [dB] - | | dB] - | [dB] - | | day - | night |
| 0+000 | 386412.591 | 3768149.464 | 80.77 | - | | - | - | | - | - |
| hroat7 | 0001121001 | | Rail track: | Direction: | | | Sec | ction: 5 | 51 | Km: 0+000 |
| | Train | | | Number | of trains | Speed | Length per | 1 | Emiss | sion level |
| | | 77- | | day | night | 1 | train | Max | day | night |
| | | | | , | 9 | km/h | m | l III GJ | dB(A) | dB(A) |
| | | | 0 | 36 | 8 | 32 | 151 | - | 65.1 | 60.7 |
| | | | 0 | 11 | 0 | 32 | 203 | - | 60.3 | - |
| Track | 1 | dinates of track axis | | Track | | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | าร | | sion level |
| km | | | | [dB] | [c | dB] | [dB] | | day | night |
| | 000470 005 | 0700004 507 | 04.00 | | | | | - | | |
| 0+000 | 386178.905 386134 905 | 3769394.567 3769300.687 | 91.92 91.92 | - | | - | - | | - | - |
| 0+000 0+104 | 386178.905 386134.905 | 3769300.687 | 91.92 | - | | - | - | ction: 5 | - | - - - |
| 0+000 | 386134.905 | 3769300.687 | | Direction: | | _ | Sec | ction: 5 | 52 | |
| 0+000 0+104 | | 3769300.687 | 91.92 | Direction: | of trains | | Sec | | - 52 Emiss | sion level |
| 0+000 0+104 | 386134.905 | 3769300.687 | 91.92 | Direction: | | Speed | Sec Length per train | | - 52 Emiss day | sion level night |
| 0+000 0+104 | 386134.905 | 3769300.687 | 91.92 | Direction: | of trains | _ | Secondary Second | | - 52 Emiss | sion level |
| 0+000 0+104 | 386134.905 Train | 3769300.687 | 91.92 Rail track: | Direction: Number of | of trains night | Speed km/h | Sec Length per train | Max | - 52 Emiss day dB(A) 55.0 | night dB(A) |
| 0+000 0+104 hroat7_HSR | 386134.905 Train | 3769300.687 type | 91.92 Rail track: | Direction: Number of day | of trains night | Speed km/h | Second Length per train m 175 | Max - | Emiss day dB(A) 55.0 | night dB(A) |
| 0+000 0+104 hroat7_HSR | 386134.905 Train | type dinates of track axis | 91.92 Rail track: | Direction: Number day 64 Track | of trains night | Speed km/h 32 | Secondary Length per train m 175 Multiple | Max - | Emiss day dB(A) 55.0 | night dB(A) 49.2 |
| 0+000 0+104 hroat7_HSR Track Station km 0+000 | 386134.905 Train Coord X 386174.760 | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z | Direction: Number day 64 Track type | of trains night | Speed km/h 32 | Sec Length per train m 175 Multiple reflection | Max - | Emiss day dB(A) 55.0 Cor Emiss | night dB(A) 49.2 rected sion level |
| O+000 0+104 hroat7_HSR Track Station km 0+000 0+152 | Train Coord X | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 | Direction: Number of day 64 Track type [dB] | of trains night | Speed km/h 32 | Length per train m 175 Multiple reflection [dB] | Max - | Emiss day dB(A) 55.0 Cor Emiss day | sion level night dB(A) 49.2 rected sion level night - |
| O+000 0+104 hroat7_HSR Track Station km 0+000 0+152 | 386134.905 Train Coord X 386174.760 386110.318 | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z | Direction: Number day 64 Track type [dB] - Direction: | of trains night 10 Cu rac | Speed km/h 32 urve dius dB] | Secondary Second | Max | Emiss day dB(A) 55.0 Cor Emiss day - | rected sion level night dB(A) 49.2 rected sion level night |
| O+000 0+104 hroat7_HSR Track Station km 0+000 0+152 | 386134.905 Train Coord X 386174.760 | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 | Direction: Number day 64 Track type [dB] - Direction: Number | of trains night 10 Cu rac [c | Speed km/h 32 | Secondary Second | Max | Emiss day dB(A) 55.0 Cor Emiss day | rected sion level night |
| O+000 0+104 hroat7_HSR Track Station km 0+000 0+152 | 386134.905 Train Coord X 386174.760 386110.318 | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 | Direction: Number day 64 Track type [dB] - Direction: | of trains night 10 Cu rac | Speed km/h 32 urve dius dB] Speed | Length per train m 175 Multiple reflection [dB] | Max | Emiss day dB(A) 55.0 Cor Emiss day | sion level night dB(A) 49.2 rected sion level night Km: 0+000 sion level night |
| O+000 0+104 hroat7_HSR Track Station km 0+000 0+152 | 386134.905 Train Coord X 386174.760 386110.318 | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 Rail track: | Direction: Number day 64 Track type [dB] Direction: Number day | of trains night 10 Cu rac [c | Speed km/h 32 urve dius dB] Speed km/h | Length per train m 175 Multiple reflection [dB] | Max | Emiss day dB(A) 55.0 Cor Emiss day | sion level night dB(A) 49.2 rected sion level night - Km: 0+000 sion level night dB(A) |
| O+000 0+104 hroat7_HSR Track Station km 0+000 | 386134.905 Train Coord X 386174.760 386110.318 | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 Rail track: | Direction: Number day 64 Track type [dB] Direction: Number day 36 | of trains night 10 Cu rac [cu of trains night 8 | Speed km/h 32 urve dius dB] - Speed km/h 32 | Secondary Second | Max | Emiss day dB(A) 55.0 Cor Emiss day | sion level night dB(A) 49.2 rected sion level night Km: 0+000 sion level night |
| O+000 0+104 hroat7_HSR Track Station km 0+000 0+152 hroat7 | 386134.905 Train Coord X 386174.760 386110.318 Train | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 Rail track: | Direction: Number day 64 Track type [dB] - Direction: Number day 36 11 | of trains night 10 Cu rac [cu of trains night 8 0 | Speed km/h 32 urve dius dB] Speed km/h 32 32 | Secondary Second | Max etion: 5 | Emiss day dB(A) 55.0 Cor Emiss day | rected sion level night |
| O+000 0+104 hroat7_HSR Track Station km 0+000 0+152 hroat7 Track | 386134.905 Train Coord X 386174.760 386110.318 Train | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 Rail track: | Direction: Number day 64 Track type [dB] - Direction: Number day 36 11 Track | of trains night 10 Cu rac [cu of trains night 8 0 Cu | Speed km/h 32 urve dius dB] Speed km/h 32 32 urve | Secondary Second | Max ons ction: 5 | Emiss day dB(A) 55.0 Cor Emiss day | rected night dB(A) 49.2 rected sion level night - Km: 0+000 sion level night dB(A) 60.7 |
| O+000 O+104 Chroat7_HSR Track Station km O+000 O+152 Chroat7 Track Station | 386134.905 Train Coord X 386174.760 386110.318 Train | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 Rail track: | Direction: Number of day 64 Track type [dB] | of trains night 10 Cu rac [c | Speed km/h 32 urve dius dB] Speed km/h 32 32 urve dius | Secondary Second | Max ons ction: 5 | Emiss day dB(A) 55.0 Cor Emiss day | sion level night dB(A) 49.2 rrected sion level night - Km: 0+000 sion level night dB(A) 60.7 - rrected sion level |
| O+000 0+104 Throat7_HSR Track Station km 0+000 0+152 Throat7 | 386134.905 Train Coord X 386174.760 386110.318 Train | 3769300.687 type dinates of track axis | 91.92 Rail track: 0 Z 89.92 91.92 Rail track: | Direction: Number day 64 Track type [dB] - Direction: Number day 36 11 Track | of trains night 10 Cu rac [c | Speed km/h 32 urve dius dB] Speed km/h 32 32 urve | Secondary Second | Max ons ction: 5 | Emiss day dB(A) 55.0 Cor Emiss day | night dB(A) 49.2 rrected sion level night - Km: 0+000 sion level night dB(A) 60.7 - rrected |

| | | Direction: | | | Sec | ction: 5 | 54 | Km: 0+000 | | | |
|---|---|--|---|--|---|---|---|--------------------|--|---|--|
| | Train | Train type | | | Number of trains | | Length per | Length per | | Emission level | |
| | | | | day | night | | train | Max | day | night | |
| | | | | | | km/h | m | | dB(A) | dB(A) | |
| | | | 0 0 | 36 11 | 8 0 | 32 32 | 151 203 | - | 65.1 60.3 | 60.7 | |
| Track | Coord | dinates of track axis | | Track | | urve | Multiple | <u>-</u> | | rected | |
| Station | X | Υ | Z | type | rad | dius | reflection | | Emiss | sion level | |
| km | | | | [dB] | | dB] | [dB] | | day | night | |
| 0+000 | 386207.338 | 3769444.437 | 89.92 | - | | - | - | | - | - | |
| 0+070 | 386178.406 | 3769381.047 | 91.92 | | | - | | | - | - | |
| AUS_12 | | | Rail track: | Direction: | * | Ι | | tion: 5 | | Km: 0+000 | |
| | Train | type | | Number | | Speed | Length per | 1 | | sion level | |
| | | | | day | night | leno/b | train | Max | day | night | |
| | | | 0 | 22 | 4 | km/h 16 | m 151 | - | dB(A) 65.8 | dB(A) 61.0 | |
| | | | 0 | 7 | 0 | 16 | 203 | _ | 60.9 | - | |
| Track | Coord | dinates of track axis | 3 | Track | Cu | urve | Multiple | ; | | rected | |
| Station | X | Υ | Z | type | rac | dius | reflection | | Emiss | sion level | |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night | |
| 0+000 | 386177.817 | 3769354.950 | 91.92 | - | | - | - | | - | - | |
| 0+075 AUS_12 | 386203.614 | 3769425.526 | 89.92 Rail track: | Direction: | _ | - | - Soc | ction: 5 | - | Km: 0+000 | |
| AU3_12 | Train | | Naii tiack. | Number | of trains | Speed | Length per | | | sion level | |
| | Halli | туре | | day | night | Speed | train | Max | day | night | |
| | | | | uay | riigitt | km/h | m | IVIAX | dB(A) | dB(A) | |
| | | | 0 | 22 | 4 | 16 | 151 | - | 65.8 | 61.0 | |
| | | | 0 | 7 | 0 | 16 | 203 | - | 60.9 | - | |
| Track | Coord | dinates of track axis | 3 | Track | Cu | ırve | Multiple | ; | Cor | rected | |
| Station | X | Υ | Z | type | rac | radius | | reflections | | Emission level | |
| km | | | | [dB] | [c | dB] | [dB] | | day | night | |
| 0+000 0+532 | 386203.614 386109.172 | 3769425.526 3768903.494 | 89.92 93.32 | - | | - | - | | - | - | |
| | 366109.172 | | Rail track: | Direction: | | - | Sec | ction: 5 | - 57 | Km: 0+000 | |
| ΔIIS 12 | | | itali track. | | | Speed | Length per | | | sion level | |
| AUS_12 | Train | type | | Number | | Opecu | | | | | |
| AUS_12 | Train | type | | Number | | i i | | | | night | |
| AUS_12 | Train | type | | Number day | or trains night | ' | train | Max | day | night | |
| AUS_12 | Train | type | 0 | day | night | km/h | train m | Max | day dB(A) | dB(A) | |
| AUS_12 | Train | type | 0 | 1 | | ' | train m | | day | _ | |
| AUS_12 Track | | type | 0 | day 22 | night 4 0 | km/h | train m | Max - - | day dB(A) 65.8 60.9 | dB(A) | |
| | | | 0 | day 22 7 Track | night 4 0 Cu | km/h 16 16 | train m 151 203 | Max - - | day dB(A) 65.8 60.9 Cor | dB(A) 61.0 | |
| Track | Coord X | dinates of track axis | 0 | day 22 7 | night 4 0 Cu | km/h 16 16 urve | train m 151 203 Multiple | Max - - | day dB(A) 65.8 60.9 Cor | dB(A) 61.0 rected | |
| Track Station km 0+000 | Coord X 386203.614 | dinates of track axis Y 3769425.526 | 0 S Z 89.92 | day 22 7 Track type | night 4 0 Cu | km/h 16 16 urve dius | train m 151 203 Multiple reflection | Max - - | day dB(A) 65.8 60.9 Cor Emiss | dB(A) 61.0 rected | |
| Track Station km 0+000 0+532 | Coord X | dinates of track axis Y 3769425.526 3768901.251 | 0 S Z 89.92 93.10 | day 22 7 Track type [dB] | night 4 0 Cu rac [c | km/h 16 16 urve dius | train m 151 203 Multiple reflection [dB] | Max - - - | day dB(A) 65.8 60.9 Cor Emiss day | dB(A) 61.0 - rected sion level night - | |
| Track Station km 0+000 0+532 | Coord X 386203.614 386121.048 | dinates of track axis Y 3769425.526 3768901.251 | 0 S Z 89.92 | day 22 7 Track type [dB] Direction: | night 4 0 Cu rac [c | km/h 16 16 urve dius dB] | train m 151 203 Multiple reflectior [dB] Sec | Max | day dB(A) 65.8 60.9 Cor Emiss day | dB(A) 61.0 - rected ciion level night - Km: 0+000 | |
| Track Station km 0+000 0+532 | Coord X 386203.614 | dinates of track axis Y 3769425.526 3768901.251 | 0 S Z 89.92 93.10 | day 22 7 Track type [dB] - Direction: Number | night 4 0 Cu rac [c | km/h 16 16 urve dius | train m 151 203 Multiple reflection [dB] - Sec | Max | day dB(A) 65.8 60.9 Cor Emiss day 58 Emiss | dB(A) 61.0 - rected sion level night - Km: 0+000 sion level | |
| Track Station km 0+000 0+532 | Coord X 386203.614 386121.048 | dinates of track axis Y 3769425.526 3768901.251 | 0 S Z 89.92 93.10 | day 22 7 Track type [dB] Direction: | night 4 0 Cu rac [c | km/h 16 16 16 urve dius diB] | train m 151 203 Multiple reflection [dB] - Sec Length per | Max | day dB(A) 65.8 60.9 Cor Emiss day 58 Emiss day | dB(A) 61.0 rected ion level night Km: 0+000 ion level night | |
| Track Station km 0+000 0+532 | Coord X 386203.614 386121.048 | dinates of track axis Y 3769425.526 3768901.251 | 0 8 Z 89.92 93.10 Rail track: | day 22 7 Track type [dB] - Direction: Number day | night 4 0 Cu rac [c | km/h 16 16 16 urve dius diB] Speed km/h | train m 151 203 Multiple reflection [dB] - Sec Length per train m | Max | day dB(A) 65.8 60.9 Cor Emiss day 58 Emiss day dB(A) | dB(A) 61.0 - rected ion level night - Km: 0+000 ion level night dB(A) | |
| Track Station km 0+000 0+532 AUS12 | Coord X 386203.614 386121.048 Train | dinates of track axis Y 3769425.526 3768901.251 type | 0 8 Z 89.92 93.10 Rail track: | day 22 7 Track type [dB] - Direction: Number day 32 | night 4 0 Cu rac [c | km/h 16 16 16 urve dius diB] - Speed km/h 16 | train m 151 203 Multiple reflection [dB] - Sec Length per train m 175 | Max | day dB(A) 65.8 60.9 Cor Emiss day 58 Emiss day dB(A) 49.3 | dB(A) 61.0 rected ion level night Km: 0+000 ion level night dB(A) 43.5 | |
| Track Station km 0+000 0+532 AUS12 | Coord X 386203.614 386121.048 Train | dinates of track axis Y 3769425.526 3768901.251 type | 0 8 Z 89.92 93.10 Rail track: | day 22 7 Track type [dB] - Direction: Number day 32 Track | night 4 0 Cu rac [cu of trains night 5 Cu | km/h 16 16 16 urve ddius dB] - Speed km/h 16 urve | train m 151 203 Multiple reflection [dB] Sec Length per train m 175 Multiple | Max ction: 5 | day dB(A) 65.8 60.9 Cor Emiss day 58 Emiss day dB(A) 49.3 Cor | dB(A) 61.0 61.0 rected sion level night Km: 0+000 sion level night dB(A) 43.5 rected | |
| Track Station km 0+000 0+532 AUS12 Track Station | Coord X 386203.614 386121.048 Train | dinates of track axis Y 3769425.526 3768901.251 type | 0 8 Z 89.92 93.10 Rail track: | day 22 7 Track type [dB] Direction: Number day 32 Track type | of trains night | km/h 16 16 16 urve ddius dB] Speed km/h 16 urve ddius | train m 151 203 Multiple reflection [dB] Sec Length per train m 175 Multiple reflection | Max ction: 5 | day dB(A) 65.8 60.9 Cor Emiss day 68 Emiss day dB(A) 49.3 Cor Emiss | dB(A) 61.0 61.0 rected sion level night - Km: 0+000 sion level night dB(A) 43.5 rected sion level | |
| Station km 0+000 0+532 AUS12 | Coord X 386203.614 386121.048 Train | dinates of track axis Y 3769425.526 3768901.251 type | 0 8 Z 89.92 93.10 Rail track: | day 22 7 Track type [dB] - Direction: Number day 32 Track | of trains night | km/h 16 16 16 urve ddius dB] - Speed km/h 16 urve | train m 151 203 Multiple reflection [dB] Sec Length per train m 175 Multiple | Max ction: 5 | day dB(A) 65.8 60.9 Cor Emiss day 58 Emiss day dB(A) 49.3 Cor | dB(A) 61.0 rected sion level night - Km: 0+000 sion level night dB(A) 43.5 rected | |

| Train type | AUS12 | | ſ | Rail track: | Direction: | | | Section: 5 | | 59 Km: 0+000 | |
|--|--------------|------------|--------------------------|-------------|------------|-----------|----------|------------|----------|--------------|------------|
| Track | | Train | type | | Number | of trains | Speed | Length pe | 4 | Emiss | ion level |
| Track | | | | | day | night | | train | Max | day | |
| Track Coordinates of track axis Track Curve Multiple Corrected | | | | | | | | | | · , | |
| Station X | | | | | | | | | | | |
| Authorst | | | 1 | | | | - | | | | |
| O+000 | | X | Y | Z | • • | | | | ns | | 1 |
| AUS12 | | | | | | [d | IB] | [dB] | | day | night |
| AUS12 | | | | | | | - | - | | - | - |
| Train type | | 386110.318 | | | | | - | - 0- | - 1' 0 | | 1/ 0 - 000 |
| day | AUS12 | | | Rall track: | | | 1 | | | | |
| Track | | Train | type | | | | Speed | | 1 | | 1 |
| Track | | | | | day | night | | | Max | • | |
| Track Coordinates of track axis Track Curve Multiple Corrected Station X Y Z type radius reflections Emission level day night day nig | | | | | | | | | | (/ | |
| Station X | T 1 | 0 | Partie of the stands and | | | | | | | | |
| Max Max | | | | | | | | | | | |
| O+000 | | Х | Y | 2 | | | | | ns | | 1 |
| 0-3-38 386026.567 3768912.709 93.81 - | | 000440 040 | 0700050 004 | 04.00 | | | - | | | | night |
| Train type | | | | | - | | - | - - | | - - | _ |
| Train type | | | | | Direction: | | - | - So: | otion: 6 | -1 | Km: 01000 |
| day | 50IaIND_Reio | | | Rail track. | | | <u> </u> | | | | |
| Track | | Irain | type | | 1 | | Speed | | · I | | 1 |
| Track Coordinates of track axis Y Z type radius reflections Emission level Ring radius reflections Ring radius reflections Ring reflections Rin | | | | | day | night | | | Max | • | _ |
| Station X | | | | | | | | | | . , , | , , |
| Max | | | | | | | | • | | | |
| O+000 | Station | X | Y | Z | type | | | | ns | Emiss | ion level |
| OH-863 385999.210 3769650.932 88.37 - | | | | | | [d | IB] | [dB] | | day | night |
| Number of trains Speed Length pet Emission level Max M | | | | | | | | - | | - | - |
| Train type | | | | | | | - | | | - | |
| Dight Station X | GoldSB_Relo | | | Rail track: | | | | | | | |
| Number of trains Speed Length per train Max | | Train | type | | Number | | Speed | | | Emiss | 1 |
| Track Coordinates of track axis Track Curve radius reflections Emission level Corrected | | | | | day | night | | train | Max | day | _ |
| Station km | | | | | | | km/h | | | (/ | |
| Max Speed Speed | | Coord | | | Track | | | | | | |
| 0+000 | Station | X | Y | Z | | | | | ns | Emiss | ion level |
| O+848 385995.788 3769646.440 88.31 - | | | | | | | - | | | | night |
| Number of trains Speed Length per train Max May night | | | | | - | | | - | | | - |
| Number of trains day night Number of trains day night night Number of trains day night night Number of train Number of trains Number | | 385995.788 | | | <u> </u> | | - | - | | | - |
| day night train Max day night dB(A) dB | .oop2 | | | Rail track: | Direction: | | | | | 3 | Km: 0+000 |
| Max Max | | Train | type | | | | Speed | Length pe | | | |
| Track | | | | | day | night | | train | Max | - | |
| Track Coordinates of track axis Track type Curve radius reflections Multiple reflections Corrected Emission level day 0+000 0+053 386731.600 3769516.995 3367922.18 89.92 3769569.313 | | | | | | | | | | | dB(A) |
| Station | | | | | | | | | | | - |
| km [dB] [dB] [dB] [dB] day night 0+000 386731.600 3769516.995 89.92 - | | 1 | 1 | | | | | • | | | |
| 0+000 0+053 386731.600 3769516.995 3769569.313 89.92 89.92 | | X | Y | Z | | | | | ns | | 1 |
| 0+053 386722.218 3769569.313 89.92 - | | | | | [dB] | [d | IB] | [dB] | | day | night |
| E_5trk | | | | | - | | - | - | | - | - |
| Train type | | 386722.218 | | | | | - | | | | - |
| day night km/h train m Max day dB(A) night dB(A) 0 60 13 32 151 - 67.3 63.0 0 19 0 32 203 - 62.5 - Track Coordinates of track axis Track Curve Multiple Corrected Station X Y Z type radius reflections Emission level km [dB] [dB] [dB] day night 0+000 386527.929 3769722.157 89.92 - - - - - - - - | NE_5trk | | | Rail track: | | | | _ | | | |
| March Marc | | Train | type | | 1 | | | | | | 1 |
| Track Coordinates of track axis Track Curve radius Multiple reflections Corrected Emission level day Station X Y Z type radius reflections Emission level day km [dB] [dB] [dB] day night 0+000 386527.929 3769722.157 89.92 - </td <td></td> <td></td> <td></td> <td></td> <td>day</td> <td>night</td> <td></td> <td></td> <td>Max</td> <td>,</td> <td>_</td> | | | | | day | night | | | Max | , | _ |
| Track Coordinates of track axis Track Curve radius Multiple reflections Corrected Emission level day Station X Y Z type radius reflections Emission level day km [dB] [dB] [dB] day night 0+000 386527.929 3769722.157 89.92 - - - - - - - | | | | | | | | | | | |
| Track Coordinates of track axis Track Curve radius Multiple reflections Corrected Station X Y Z type radius reflections Emission level day night km [dB] [dB] [dB] day night 0+000 386527.929 3769722.157 89.92 - - - - - - | | | | | | | | | - | | 63.0 |
| Station X Y Z type radius reflections Emission level km [dB] [dB] [dB] day night 0+000 386527.929 3769722.157 89.92 - - - - - - - | Trook | 0.5 | lington of tractions | | | | | | <u> </u> | | rooted |
| km [dB] [dB] [dB] day night 0+000 386527.929 3769722.157 89.92 - - - - - - - | | 1 | 1 | | | | | | | | |
| 0+000 386527.929 3769722.157 89.92 | | Χ | Y | 2 | | | | | ıs | | 1 |
| | кm | 206527.000 | 2760722 457 | 90.00 | [aR] | [d | IR] | [aB] | | day | night |
| 01000 000001.000 0100100.125 00.02 - - - - - - - | 0.000 | აგიე27.929 | | | - | | - | - | | - | - |
| | | | 3760730 700 | ഉറ റാ | | | _ ' | | | _ | |
| | | | 3769730.723 | 89.92 | - | | - | - | I | - | - |

| NE_5trk | | | Rail track: | Direction: | | | Sec | ction: 6 | 35 | Km: 0+000 |
|-----------------------|---------------------------------|----------------------------|----------------------|---------------|-----------|--------------|------------------------|----------|----------------|---------------------|
| | Train | type | | Number o | of trains | Speed | Length pe | | Emissi | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 60 19 | 13 0 | 32 32 | 151 203 | - | 67.3 62.5 | 63.0 |
| Track | Coord | dinates of track axis | | Track | | urve | Multiple | | | rected |
| Station | X | Y | Z | type | rac | dius | reflection | | | ion level |
| km | | | | [dB] | [c | B] | [dB] | | day night | |
| 0+000 | 386528.159 386592.696 | 3769717.272 | 89.92 | - | | - | - | | - | - |
| 0+065 North4 | 386592.696 | 3769724.249 | 89.92 Rail track: | Direction: | | - | 900 | ction: 6 | - | Km: 0+000 |
| NOTH | Train | | vali track. | Number of | of trains | Speed | Length pe | | | ion level |
| | Train | турс | | day | night | Орсси | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIAX | dB(A) | dB(A) |
| Track | Coord | dinates of track axis | | Track | Cu | ırve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [c | B] | [dB] | | day | night |
| 0+000 0+573 | 386607.050 386889.616 | 3769730.723 3770188.510 | 89.92 91.44 | - | | - | - | | - | - |
| Throat7 | 300009.010 | | Rail track: | Direction: | | - | Sec | ction: 6 | 57 | Km: 0+000 |
| | Train | | | Number of | of trains | Speed | Length pe | | | ion level |
| | 1,311 | AL. | | day | night | 3,500 | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 36 | 8 | 32 | 151 | yes | 65.1 | 60.7 |
| Trook | Casas | linates of track axis | 0 | 11 Track | 0 | 32 urve | 203 Multiple | <u> </u> | 60.3 | rected |
| Track Station | X | inates of track axis | Z | | | dius | reflection | | | rected ion level |
| km | ^ | ' | ۷ | type [dB] | | dB] | [dB] | 15 | day | night |
| 0+000 | 386203.614 | 3769425.526 | 89.92 | - [uD] | | - | - [uD] | | - | - Ingrit |
| Throat7 | | | Rail track: | Direction: | | | Sed | ction: 6 | 38 | Km: 0+221 |
| | Train | type | | Number o | of trains | Speed | Length pe | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 0 | 36 11 | 8 0 | 32 32 | 151 | - | 65.1 | 60.7 |
| Track | Coord | dinates of track axis | | Track | | irve 32 | 203 Multiple | - | 60.3 Corr | rected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| km | | | | [dB] | | B] | [dB] | | day | night |
| 0+221 | 386300.889 | 3769623.792 | 89.92 | = | | - | | | | - |
| 0+436 | 386493.600 | 3769699.206 | 89.92 | - | | - | - | | - | - |
| Loop2_Horn | | | Rail track: | Direction: | | | | ction: 6 | | Km: 0+030 |
| | Train | туре | | Number o | | Speed | Length pe | | | ion level |
| | | | | day | night | km/h | train m | Max | day dB(A) | night dB(A) |
| | | | 0 | 30 | 0 | 32 | 203 | - | 64.5 | - ub(A) |
| Track | Coord | dinates of track axis | | Track | | irve | Multiple | | | rected |
| Station | X | Y | Z | type | rac | dius | reflection | | Emissi | ion level |
| km | | | | [dB] | [c | iB] | [dB] | | day | night |
| 0+030 | 386663.160 | 3769662.289 | 90.02 | - | | - | - | | - | - |
| 0+074 ThroatExit S | 386625.852 W of River w Horn | 3769686.136 | 90.11 Rail track: | Direction: | | - | Soc | ction: 7 | 70 | Km: 0+000 |
| THIOAILXIL_S_ | _vv or River w Horri Train | | tall track. | Number o | of trains | Speed | Length pe | | | ion level |
| | Halfi | туре | | day | night | Speed | train | Max | day | night |
| | | | | uay | ingin | km/h | m | ····ax | dB(A) | dB(A) |
| | | | | | | | | | () | () |
| | | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | - |
| Track | Coord | linates of track axis | | 13 Track | | urve 32 | 203 Multiple | | | rected |
| Station | Coord | linates of track axis | | Track type | Cu | urve dius | Multiple reflection |) | Corr | ion level |
| Station km | Х | Y | Z | Track | Cu | ırve | Multiple |) | Corr | |
| Station | | | | Track type | Cu | urve dius | Multiple reflection |) | Corr Emissi | ion level |

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| | _W of River w Horn | | Rail track: | Direction: | | | Sec | ction: 7 | '1 | Km: 0+000 |
|---|---|---|---|---|--|---|--|---------------------|--|---|
| | Train | type | | Number of | f trains | Speed | Length per | | Emiss | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | |
| Track | Coord | dinates of track axis | 3 | Track | Cu | rve | Multiple |) | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | sion level |
| km | | | | [dB] | [d | IB1 | [dB] | | day | night |
| 0+000 | 386663.431 | 3769678.014 | 90.52 | | • | - 1 | | | - | - |
| 0+127 | 386722.216 | 3769569.318 | 89.92 | - | | - | - | | - | - |
| ThroatExit_S | _W of River w Horn | | Rail track: | Direction: | | | Sec | ction: 7 | 2 | Km: 0+000 |
| | Train | type | | Number of | f trains | Speed | Length per | | Emiss | sion level |
| | | , | | day | night | · | train | Max | day | night |
| | | | | | 3 | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | - |
| Track | Coord | dinates of track axis | | Track | | rve | Multiple | | | rected |
| Station | X | Y | z | type | | dius | reflection | | | sion level |
| km | ^ | ' | _ | [dB] | | IB1 | [dB] | 13 | | 1 |
| 0+000 | 386715.203 | 3769579.068 | 89.92 | <u>[uБ]</u> - | | - - | [ub] | - | day - | night |
| 0+000 | 386689.207 | 3769634.305 | 90.24 | - | | - | - | | - | |
| | _W of River w Horn | | Rail track: | Direction: | | | Sec | ction: 7 | 73 | Km: 0+000 |
| THOALLXIL_S_ | | | Naii tiack. | | | | _ | | | |
| | Train | туре | | Number of | | Speed | Length per | | | sion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | - 4 |
| Track | | linates of track axis | | Track | | rve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | sion level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+000 | 386530.098 | 3769706.166 | 89.92 | - | | - | - | | - | - |
| 0+102 | 386630.738 | 3769696.557 | 90.55 | - | | - | - | | - | - |
| ThroatExit_S_ | _W of River w Horn | | Rail track: | Direction: | | | Sec | ction: 7 | 4 | Km: 0+000 |
| | Train | type | | Number of | f trains | Speed | Length per | | Emiss | sion level |
| | | , | | day | night | ' | train | Max | day | night |
| | | | | , | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | yes | 77.9 | - |
| Track | Coord | dinates of track axis | | Track | | rve | Multiple | | | rected |
| Station | X | Y | z | type | | dius | reflection | | | sion level |
| km | ^ | ' | _ | [dB] | | IB1 | [dB] | 13 | | 1 |
| KIII | | | | [ub] | Į (d | - | [ub] | | day | night |
| 0.000 | 396401 396 | 2760702 729 | 90.02 | | | | | | | _ |
| 0+000 0+039 | 386491.286 386530.098 | 3769703.728 3769706.166 | 89.92 89.92 | - | | - | - | | - | _ |
| 0+039 | 386530.098 | 3769706.166 | 89.92 | - | _ | - | - - Soc | rtion: 7 | - | Km: 0+000 |
| 0+039 | 386530.098 _W of River w Horn | 3769706.166 | | Direction: | | _ | _ | ction: 7 | | Km: 0+000 |
| 0+039 | 386530.098 | 3769706.166 | 89.92 | Direction: | f trains | Speed | Length per | | Emiss | sion level |
| 0+039 | 386530.098 _W of River w Horn | 3769706.166 | 89.92 | Direction: | | Speed | Length per train | | Emiss day | sion level night |
| 0+039 | 386530.098 _W of River w Horn | 3769706.166 | 89.92 Rail track: | Direction: Number of day | f trains night | Speed km/h | Length per train m | Max | Emiss day dB(A) | sion level |
| 0+039 FhroatExit_S_ | 386530.098 _W of River w Horn Train | 3769706.166 type | 89.92 Rail track: | Direction: Number of day 13 | f trains night | Speed km/h | Length per train m | Max | Emiss day dB(A) 77.9 | night dB(A) |
| 0+039 ThroatExit_S Track | 386530.098 _W of River w Horn Train | 3769706.166 type | 89.92 Rail track: | Direction: Number of day 13 Track | f trains night 0 | Speed km/h 32 | Length per train m 203 Multiple | Max yes | Emiss day dB(A) 77.9 Cor | night dB(A) |
| 0+039 ThroatExit_S_ | 386530.098 _W of River w Horn Train | 3769706.166 type | 89.92 Rail track: | Direction: Number of day 13 | f trains night 0 Cu | Speed km/h 32 rve dius | Length per train m 203 Multiple reflection | Max yes | Emiss day dB(A) 77.9 Cor | night dB(A) |
| 0+039 ThroatExit_S Track | 386530.098 _W of River w Horn Train Coord X | 3769706.166 type dinates of track axis | 89.92 Rail track: 0 S Z | Direction: Number of day 13 Track | f trains night 0 Cu | Speed km/h 32 | Length per train m 203 Multiple | Max yes | Emiss day dB(A) 77.9 Cor | night dB(A) |
| 0+039 ThroatExit_S Track Station km 0+000 | 386530.098 _W of River w Horn Train Coord X 386530.357 | 3769706.166 type dinates of track axis Y 3769701.484 | 89.92 Rail track: 0 5 Z 89.92 | Direction: Number of day 13 Track type | f trains night 0 Cu | Speed km/h 32 rve dius | Length per train m 203 Multiple reflection | Max yes | Emiss day dB(A) 77.9 Cor Emiss | night dB(A) - rected sion level |
| O+039 ThroatExit_S Track Station km 0+000 0+037 | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 | 89.92 Rail track: 0 S Z 89.92 89.92 | Direction: Number of day 13 Track type [dB] | f trains night 0 Cu | Speed km/h 32 rve dius B] | Length per train m 203 Multiple reflection [dB] | Max yes | Emiss day dB(A) 77.9 Cor Emiss day | rected night night |
| O+039 ThroatExit_S Track Station km 0+000 0+037 | 386530.098 _W of River w Horn Train Coord X 386530.357 | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 | 89.92 Rail track: 0 5 Z 89.92 | Direction: Number of day 13 Track type [dB] | f trains night 0 Cu | Speed km/h 32 rve dius B] | Length per train m 203 Multiple reflection [dB] | Max yes | Emiss day dB(A) 77.9 Cor Emiss day | rected night night |
| O+039 ThroatExit_S Track Station km 0+000 0+037 | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 | 89.92 Rail track: 0 S Z 89.92 89.92 | Direction: Number of day 13 Track type [dB] | f trains night 0 Cu rac | Speed km/h 32 rve dius B] | Length per train m 203 Multiple reflection [dB] | Max yes sins | Emiss day dB(A) 77.9 Cor Emiss day | rected night night |
| O+039 ThroatExit_S Track Station km 0+000 0+037 | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 _W of River w Horn | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 | 89.92 Rail track: 0 S Z 89.92 89.92 | Direction: Number of day 13 Track type [dB] - Direction: | f trains night 0 Cu rac | Speed km/h 32 rve dius B] | Length per train m 203 Multiple reflection [dB] | Max yes sins | Emiss day dB(A) 77.9 Cor Emiss day 6 Emiss | rected night night |
| O+039 ThroatExit_S Track Station km 0+000 0+037 | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 _W of River w Horn | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 | 89.92 Rail track: 0 S Z 89.92 89.92 | Direction: Number of day 13 Track type [dB] Direction: Number of | f trains night 0 Cu rac [d | Speed km/h 32 rve dius B] - | Length per train m 203 Multiple reflection [dB] | Max yes sins | Emiss day dB(A) 77.9 Cor Emiss day | rected sion level night dB(A) - rected sion level night - Km: 0+000 sion level night |
| O+039 ThroatExit_S Track Station km 0+000 0+037 | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 _W of River w Horn | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 | 89.92 Rail track: 0 S Z 89.92 89.92 Rail track: | Direction: Number of day 13 Track type [dB] Direction: Number of day | f trains night O Cu rac [d | Speed km/h 32 rve dius B] Speed km/h | Length per train m 203 Multiple reflectior [dB] | Max yes ns etion: 7 | Emiss day dB(A) 77.9 Cor Emiss day 6 Emiss day dB(A) | night dB(A) rected sion level night Km: 0+000 |
| O+039 ThroatExit_S Track Station km 0+000 0+037 ThroatExit_S | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 _W of River w Horn Train | 3769706.166 type dinates of track axis | 89.92 Rail track: 0 S Z 89.92 89.92 Rail track: | Direction: Number of day 13 Track type [dB] Direction: Number of day 13 | f trains night O Cu rac [d f trains night | Speed km/h 32 rve dius B] Speed km/h 32 | Length per train m 203 Multiple reflection [dB] | Max yes ction: 7 | Emiss day dB(A) 77.9 Cor Emiss day 6 Emiss day dB(A) 77.9 | rected sion level night |
| 0+039 ThroatExit_S Track Station km 0+000 0+037 ThroatExit_S Track | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 _W of River w Horn Train Coord | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 type dinates of track axis | 89.92 Rail track: 0 S Z 89.92 89.92 Rail track: | Direction: Number of day 13 Track type [dB] Direction: Number of day 13 Track | f trains night O Cu rac [d f trains night O Cu Cu Cu Cu Cu Cu Cu Cu Cu | Speed km/h 32 rve dius B] Speed km/h 32 rve | Length per train m 203 Multiple reflection [dB] | Max yes ction: 7 | Emiss day dB(A) 77.9 Cor Emiss day 6 Emiss day dB(A) 77.9 Cor | rected sion level night dB(A) - rected sion level night - Km: 0+000 sion level night dB(A) - rected |
| O+039 ThroatExit_S Track Station km O+000 O+037 ThroatExit_S Track Station | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 _W of River w Horn Train | 3769706.166 type dinates of track axis | 89.92 Rail track: 0 S Z 89.92 89.92 Rail track: | Direction: Number of day 13 Track type [dB] Direction: Number of day 13 Track type | f trains night O Cu rac [d f trains night O Cu rac co | Speed km/h 32 rve dius B] Speed km/h 32 rve dius | Length per train m 203 Multiple reflection [dB] | Max yes ction: 7 | Emiss day dB(A) 77.9 Cor Emiss day | sion level night dB(A) rected sion level night - Km: 0+000 sion level night dB(A) - rected sion level |
| O+039 ThroatExit_S Track Station km O+000 O+037 ThroatExit_S Track Station km | 386530.098 _W of River w Horn | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 type dinates of track axis Y | 89.92 Rail track: 0 S Z 89.92 89.92 Rail track: | Direction: Number of day 13 Track type [dB] Direction: Number of day 13 Track | f trains night O Cu rac [d f trains night O Cu rac [d Cu rac [d | Speed km/h 32 rve dius B] - Speed km/h 32 rve dius BB | Length per train m 203 Multiple reflection [dB] Sec Length per train m 203 Multiple reflection [dB] | Max yes ction: 7 | Emiss day dB(A) 77.9 Cor Emiss day 76 Emiss day dB(A) 77.9 Cor Emiss day | rected sion level night dB(A) - rected sion level night - Km: 0+000 sion level night dB(A) - rected |
| O+039 ThroatExit_S Track Station km O+000 0+037 ThroatExit_S Track Station | 386530.098 _W of River w Horn Train Coord X 386530.357 386493.600 _W of River w Horn Train Coord | 3769706.166 type dinates of track axis Y 3769701.484 3769699.206 type dinates of track axis | 89.92 Rail track: 0 S Z 89.92 89.92 Rail track: | Direction: Number of day 13 Track type [dB] Direction: Number of day 13 Track type | f trains night O Cu rac [d f trains night O Cu rac [d f trains night | Speed km/h 32 rve dius B] Speed km/h 32 rve dius | Length per train m 203 Multiple reflection [dB] | Max yes ction: 7 | Emiss day dB(A) 77.9 Cor Emiss day | rected sion level night |

| ThroatExit_S_V | N of River w Horn | · F | Rail track: | Direction: | | | Sec | ction: 7 | 77 | Km: 0+000 |
|---------------------|--------------------------|----------------------------|----------------------|------------|-----------|----------------|------------|----------|--------------|--------------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | • | ŭ | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 13 | 0 | 32 | 203 | ves | 77.9 | - |
| Track | Coord | dinates of track axis | • | Track | | urve | Multiple | _ | | ected |
| Station | X | Y | Z | type | | dius | reflection | | | ion level |
| | ^ | ' | ۷ | • • | | | | 15 | | 1 |
| km | 000000 007 | 0700004 005 | 00.04 | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 0+038 | 386689.207 386663.062 | 3769634.305 3769662.269 | 90.24 90.04 | - | | - | - | | - | - |
| | AN, Coast Starlig | | Rail track: | Direction: | | | Sec | ction: 7 | 78 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | 1 | Emiss | ion level |
| | | 31 - | | day | night | | train | Max | day | night |
| | | | | day | riigiit | km/h | m | IVIUX | dB(A) | dB(A) |
| | | | 0 | 10 | | | | 1/00 | () | \ , |
| | | | 0 0 | 10 78 | 3 20 | 32 32 | 203 | yes | 76.7 | 73.7 52.2 |
| Tuesda | 0 | lington of two all avilo | | | | | 175 | | 55.9 | |
| Track | | dinates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | type | | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386893.999 | 3770187.096 | 90.81 | - | | - | - | | - | - |
| 0+333 | 386973.752 | 3770507.725 | - | | | - | - | | | - |
| entura, LOSS | AN, Coast Starlig | ht 1 F | Rail track: | Direction: | | | Sec | ction: 7 | 79 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | 1 | Emiss | ion level |
| | | .,,,, | | day | night | l opeca | train | Max | day | night |
| | | | | day | riigiit | lens/b | | IVIAA | , | |
| | | | 0 | 40 | | km/h | m | | dB(A) | dB(A) |
| | | | 0 0 | 10 78 | 3 20 | 32 32 | 203 175 | yes | 76.7 55.9 | 73.7 52.2 |
| Track | Coord | dinates of track axis | • | Track | | urve | Multiple | | | rected |
| | | | | | | | • | | | |
| Station | X | Y | Z | type | | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | [(| dB] | [dB] | | day | night |
| 0+000 | 386889.614 | 3770188.507 | 91.05 | - | | - | - | | - | - |
| 0+331 | 386966.343 | 3770506.879 | - | - | | - | - | | - | - |
| hroatExit_S_V | N of River | F | Rail track: | Direction: | | | Sec | ction: 8 | 30 | Km: 0+000 |
| | Train | type | | Number | of trains | Speed | Length per | r | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | , | J | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| Track | Coord | dinates of track axis | | Track | | urve | Multiple | | | ected |
| Station | X | Y | Z | | | dius | reflection | | | ion level |
| | ^ | ' | _ | type | | | | 13 | | 1 |
| km | 200005-052 | 0700000 400 | 00.44 | [dB] | [0 | dB] | [dB] | | day | night |
| 0+000 | 386625.852 | 3769686.136 | 90.11 | _ | | - | - | | - | - |
| 0+098 hroatExit_S_V | 386530.357 M of River | 3769701.484 | 89.92 Rail track: | Direction: | | - | - | ction: 8 | 21 | Km: 0+000 |
| TITUALL XIL_3_V | | | tali track. | | | I Constitution | | _ | | |
| | Train | туре | | Number | | Speed | Length per | 1 | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | |
| Track | Coord | linates of track axis | | Track | Cı | urve | Multiple |) | Cori | ected |
| Station | X | Υ | Z | type | ra | dius | reflection | าร | Emiss | ion level |
| km | | | | [dB] | | dB] | [dB] | | day | night |
| 0+000 | 386663.431 | 3769678.014 | 90.52 | - [| | | | | - | - |
| 0+127 | 386722.216 | 3769569.318 | 89.92 | | | - | - | | - | - |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
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| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

| | _W of River | | Rail track: | Direction: | | | Sec | tion: 8 | 32 | Km: 0+000 |
|---|---|---|-------------------------------|---|---------------------------|-------------------------------------|---|------------------------|--|---|
| | Train | type | | Number of | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - ' |
| Track | Coord | dinates of track axis | | Track | Cu | irve | Multiple |) | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [d | IB1 | [dB] | | day | night |
| 0+000 | 386715.203 | 3769579.068 | 89.92 | - | | - | | | - | - |
| 0+061 | 386689.207 | 3769634.305 | 90.24 | _ | | - | - | | - | - |
| ThroatExit_S_ | _W of River | | Rail track: | Direction: | | | Sec | tion: 8 | 33 | Km: 0+000 |
| | Train | type | | Number of | f trains | Speed | Length per | | Emiss | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| Track | Coord | dinates of track axis | | Track | Cu | irve | Multiple | | Cor | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | ſd | IB1 | [dB] | | day | night |
| 0+000 | 386530.098 | 3769706.166 | 89.92 | - | | - 1 | - | | - | - |
| 0+102 | 386630.738 | 3769696.557 | 90.55 | - | | - | - | | - | _ |
| ΓhroatExit_S_ | | | Rail track: | Direction: | | | Sec | tion: 8 | 34 | Km: 0+000 |
| 5_ | Train | | | Number of | traine | Speed | Length per | | | ion level |
| | Halli | урс | | 1 | | Opeeu | | · I | | 1 |
| | | | | day | night | 1/1. | train | Max | day | night |
| | | | | 47 | | km/h | m | | dB(A) | dB(A) |
| - · I | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | |
| Track | | dinates of track axis | | Track | | irve | Multiple | | | rected |
| Station | X | Υ | Z | type | | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+000 | 386491.286 | 3769703.728 | 89.92 | - | | - | - | | - | - |
| 0+039 ThroatExit_S | 386530.098 | 3769706.166 | 89.92 Rail track: | Direction: | | - | - 500 | tion: 8 | - DE | Km: 0+000 |
| TIIIOalExit_5_ | | | Rall llack. | | | | | | | |
| | Train | type | | Number of | | Speed | Length per | · I | | ion level |
| | | | | day | night | | train | Max | day | night |
| | | | | | | km/h | m | | dB(A) | dB(A) |
| | | | 0 | 17 | 0 | 32 | 203 | yes | 62.0 | - |
| Track | | dinates of track axis | | Track | | irve | Multiple | | | rected |
| Station | X | Υ | Z | type | rac | dius | reflection | ns | Emiss | ion level |
| km | | | | [dB] | [d | IB] | [dB] | | day | night |
| 0+000 | 386530.357 | 3769701.484 | 89.92 | - | | - | - | | - | - |
| 0+037 | 386493.600 | 3769699.206 | 89.92 | - | | - | - | | - | - |
| ThroatExit_S_ | _W of River | | Rail track: | Direction: | | | Sec | tion: 8 | 36 | Km: 0+000 |
| | Troin | type | | Number of | trains | Speed | Length per | Ī | Emiss | ion level |
| | Halli | | | 1 | | -, | | Мах | day | night |
| | Halli | | | dav | night | | train | | ~~ , | _ |
| | IIaiii | | | day | night | km/h | train | IVIGA | • | dB(A) |
| | Hain | | 0 | | | km/h | m | | dB(A) | dB(A) |
| Track | | linates of track avis | 0 | 17 | 0 | 32 | m 203 | yes | dB(A) 62.0 | |
| Track | Coorc | dinates of track axis | | 17 Track | 0 Cu | 32 irve | m 203 Multiple | yes | dB(A) 62.0 Cor | rected |
| Station | | dinates of track axis | | 17 Track type | 0 Cu | 32 lirve dius | m 203 Multiple reflection | yes | dB(A) 62.0 Cor Emiss | rected ion level |
| Station km | Coord X | Υ | Z | 17 Track type [dB] | 0 Cu rac [d | 32 Irve dius IB] | m 203 Multiple | yes | dB(A) 62.0 Cor | rected |
| Station km 0+000 | Coord X 386721.464 | Y 3769547.605 | Z 89.92 | 17 Track type | 0 Cu rac [d | 32 lirve dius | m 203 Multiple reflection | yes | dB(A) 62.0 Cor Emiss | rected ion level |
| Station km 0+000 0+032 | Coord X 386721.464 386715.197 | Y 3769547.605 3769579.095 | 89.92 89.92 | 17 Track type [dB] | 0 Cu rac [d | 32 Irve dius IB] | m 203 Multiple reflection [dB] | yes | dB(A) 62.0 Cor Emiss day - | rected ion level night |
| Station km 0+000 0+032 | Coord X 386721.464 386715.197 _W of River | Y 3769547.605 3769579.095 | Z 89.92 | 17 Track type [dB] - Direction: | 0 Cu rac [d | 32 lirve dius IB] | m 203 Multiple reflection [dB] Sec | yes s | dB(A) 62.0 Cor Emiss day | rected ion level night - Km: 0+000 |
| Station km 0+000 0+032 | Coord X 386721.464 386715.197 | Y 3769547.605 3769579.095 | 89.92 89.92 | 17 Track type [dB] - Direction: | 0 Curac | 32 Irve dius IB] | m 203 Multiple reflection [dB] - Sec | yes ships | dB(A) 62.0 Cor Emiss day Emiss | rected ion level night Km: 0+000 |
| Station km 0+000 0+032 | Coord X 386721.464 386715.197 _W of River | Y 3769547.605 3769579.095 | 89.92 89.92 | 17 Track type [dB] - Direction: | 0 Cu rac [d | 32 Irve Idius IB] Speed | m 203 Multiple reflection [dB] - Sec Length per train | yes s | dB(A) 62.0 Cor Emiss day B7 Emiss day | rected ion level night Km: 0+000 ion level night |
| Station km 0+000 0+032 | Coord X 386721.464 386715.197 _W of River | Y 3769547.605 3769579.095 | 89.92 89.92 Rail track: | 17 Track type [dB] - Direction: Number of | 0 Cu rac [d | 32 Irve dius IB] Speed km/h | m 203 Multiple reflection [dB] - Sec Length per train m | yes ens etion: 8 | dB(A) 62.0 Cor Emiss day B7 Emiss day dB(A) | rected ion level night Km: 0+000 ion level |
| Station km 0+000 0+032 ThroatExit_S_ | Coord X 386721.464 386715.197 W of River Train | Y 3769547.605 3769579.095 type | 89.92 89.92 Rail track: | 17 Track type [dB] - Direction: Number of day 30 | O Cu rac [d | 32 Irve dius IB] Speed km/h 32 | m 203 Multiple reflection [dB] - Sec Length per train m 203 | yes says | dB(A) 62.0 Cor Emiss day 37 Emiss day dB(A) 64.5 | rected ion level night Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+032 ThroatExit_S_ | Coord X 386721.464 386715.197 W of River Train | 3769547.605 3769579.095 type | 89.92 89.92 Rail track: | 17 Track type [dB] | O Cu rac [d | 32 Irve dius IB] Speed km/h 32 Irve | m 203 Multiple reflection [dB] - Sec Length per train m 203 Multiple | yes stion: 8 | dB(A) 62.0 Cor Emiss day | rected ion level night Km: 0+000 ion level night dB(A) rected |
| Station km 0+000 0+032 ThroatExit_S_ | Coord X 386721.464 386715.197 W of River Train | Y 3769547.605 3769579.095 type | 89.92 89.92 Rail track: | 17 Track type [dB] - Direction: Number of day 30 | O Cu rac [d | 32 Irve dius IB] Speed km/h 32 | m 203 Multiple reflection [dB] - Sec Length per train m 203 | yes stion: 8 | dB(A) 62.0 Cor Emiss day | rected ion level night Km: 0+000 ion level night dB(A) |
| Station km 0+000 0+032 ThroatExit_S_ | Coord X 386721.464 386715.197 W of River Train | 3769547.605 3769579.095 type | 89.92 89.92 Rail track: | 17 Track type [dB] | O Cu race of trains night | 32 Irve dius IB] Speed km/h 32 Irve | m 203 Multiple reflection [dB] - Sec Length per train m 203 Multiple | yes stion: 8 | dB(A) 62.0 Cor Emiss day | rected ion level night Km: 0+000 ion level night dB(A) rected |
| Station km 0+000 0+032 ThroatExit_S Track Station | Coord X 386721.464 386715.197 W of River Train | 3769547.605 3769579.095 type | 89.92 89.92 Rail track: | 17 Track type [dB] Direction: Number of day 30 Track type | O Cu | 32 Irve dius IB] | m 203 Multiple reflection [dB] - Sec Length per train m 203 Multiple reflection | yes stion: 8 | dB(A) 62.0 Cor Emiss day 37 Emiss day dB(A) 64.5 Cor Emiss | rected ion level night - Km: 0+000 ion level night dB(A) - rected ion level |

| HSR_2trk_We | est of NW Merge wi | th SBL/Amtra F | Rail track: | Direction: | | | Sec | ction: 8 | 38 | Km: 0+272 | | |
|-------------|--------------------|----------------------|-------------|------------|-----------|----------|------------|-----------|----------------|-----------|-----|-------|
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level | | |
| | | | | day | night | | train | Max | day | night | | |
| | | | | | | km/h | m | | dB(A) | dB(A) | | |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 | | |
| Track | Coord | | Track | Cu | irve | Multiple | | Corrected | | | | |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emission level | | | |
| km | | | | [dB] | [0 | IB] | [dB] | | [dB] | | day | night |
| 0+272 | 386606.968 | 3769742.417 | 89.89 | - | | - | - | | - | - | | |
| 0+355 | 386524.324 | 3769733.414 | 89.89 | - | | - | - | | - | - | | |
| HSR_2trk_We | est of NW Merge wi | th SBL/Amtra F | Rail track: | Direction: | | | Sec | ction: 8 | 39 | Km: 0+237 | | |
| | Train | type | | Number | of trains | Speed | Length per | | Emiss | ion level | | |
| | | | | day | night | | train | Max | day | night | | |
| | | | | | | km/h | m | | dB(A) | dB(A) | | |
| | | | 0 | 64 | 10 | 32 | 175 | yes | 55.0 | 49.2 | | |
| Track | Coord | inates of track axis | | Track | Cu | ırve | Multiple | ; | Cor | rected | | |
| Station | X | Υ | Z | type | rac | dius | reflection | าร | Emiss | ion level | | |
| km | | | | [dB] | [c | IB] | [dB] | | day | night | | |
| 0+237 | 386606.048 | 3769737.832 | 90.09 | - | | - | - | | - | - | | |
| 0+323 | 386520.669 | 3769727.961 | 89.92 | | | | | | | | | |



Appendix B: Monitoring Data and Photos









| Date | Time | dBA Leq |
|------------|----------|---------|
| 01-24-2017 | 10:00 AM | 61.8 |
| 01-24-2017 | 11:00 AM | 63.4 |
| 01-24-2017 | 12:00 PM | 66.1 |
| 01-24-2017 | 1:00 PM | 61.3 |
| 01-24-2017 | 2:00 PM | 65.4 |
| 01-24-2017 | 3:00 PM | 68.2 |
| 01-24-2017 | 4:00 PM | 67.1 |
| 01-24-2017 | 5:00 PM | 66.5 |
| 01-24-2017 | 6:00 PM | 65.6 |
| 01-24-2017 | 7:00 PM | 64.0 |
| 01-24-2017 | 8:00 PM | 64.6 |
| 01-24-2017 | 9:00 PM | 61.3 |
| 01-24-2017 | 10:00 PM | 65.4 |
| 01-24-2017 | 11:00 PM | 63.1 |
| 01-25-2017 | 12:00 AM | 55.0 |
| 01-25-2017 | 1:00 AM | 58.6 |
| 01-25-2017 | 2:00 AM | 58.4 |
| 01-25-2017 | 3:00 AM | 60.1 |
| 01-25-2017 | 4:00 AM | 61.9 |
| 01-25-2017 | 5:00 AM | 63.0 |
| 01-25-2017 | 6:00 AM | 63.9 |
| 01-25-2017 | 7:00 AM | 67.4 |
| 01-25-2017 | 8:00 AM | 68.5 |
| 01-25-2017 | 9:00 AM | 66.3 |





| Data | Time | dDA I |
|-----------|----------|---------------------|
| Date | Time | dBA L _{eq} |
| 1/24/2017 | 10:00 AM | 72.0 |
| 1/24/2017 | 11:00 AM | 64.3 |
| 1/24/2017 | 12:00 PM | 66.1 |
| 1/24/2017 | 1:00 PM | 65.1 |
| 1/24/2017 | 2:00 PM | 61.0 |
| 1/24/2017 | 3:00 PM | 66.1 |
| 1/24/2017 | 4:00 PM | 64.8 |
| 1/24/2017 | 5:00 PM | 63.6 |
| 1/24/2017 | 6:00 PM | 63.8 |
| 1/24/2017 | 7:00 PM | 62.9 |
| 1/24/2017 | 8:00 PM | 69.4 |
| 1/24/2017 | 9:00 PM | 65.8 |
| 1/24/2017 | 10:00 PM | 67.3 |
| 1/24/2017 | 11:00 PM | 57.8 |
| 1/25/2017 | 12:00 AM | 55.8 |
| 1/25/2017 | 1:00 AM | 58.4 |
| 1/25/2017 | 2:00 AM | 56.5 |
| 1/25/2017 | 3:00 AM | 56.8 |
| 1/25/2017 | 4:00 AM | 58.6 |
| 1/25/2017 | 5:00 AM | 60.7 |
| 1/25/2017 | 6:00 AM | 61.7 |
| 1/25/2017 | 7:00 AM | 62.3 |
| 1/25/2017 | 8:00 AM | 69.1 |
| 1/25/2017 | 9:00 AM | 65.2 |





| Date | Time | dBA Leq |
|-----------|----------|---------|
| 1/25/2017 | 2:00 PM | 68.7 |
| 1/25/2017 | 3:00 PM | 70.6 |
| 1/25/2017 | 4:00 PM | 71.0 |
| 1/25/2017 | 5:00 PM | 71.2 |
| 1/25/2017 | 6:00 PM | 70.6 |
| 1/25/2017 | 7:00 PM | 69.3 |
| 1/25/2017 | 8:00 PM | 69.2 |
| 1/25/2017 | 9:00 PM | 66.6 |
| 1/25/2017 | 10:00 PM | 66.1 |
| 1/25/2017 | 11:00 PM | 65.0 |
| 1/26/2017 | 12:00 AM | 68.3 |
| 1/26/2017 | 1:00 AM | 62.2 |
| 1/26/2017 | 2:00 AM | 60.9 |
| 1/26/2017 | 3:00 AM | 59.6 |
| 1/26/2017 | 4:00 AM | 62.2 |
| 1/26/2017 | 5:00 AM | 68.1 |
| 1/26/2017 | 6:00 AM | 69.5 |
| 1/26/2017 | 7:00 AM | 71.5 |
| 1/26/2017 | 8:00 AM | 73.6 |
| 1/26/2017 | 9:00 AM | 72.4 |
| 1/26/2017 | 10:00 AM | 69.6 |
| 1/26/2017 | 11:00 AM | 68.9 |
| 1/26/2017 | 12:00 PM | 68.0 |
| 1/26/2017 | 1:00 PM | 67.4 |





| Date | Time | dBA Leq |
|-----------|----------|---------|
| 1/24/2017 | 1:00 PM | 60.9 |
| 1/24/2017 | 2:00 PM | 63.5 |
| 1/24/2017 | 3:00 PM | 63.5 |
| 1/24/2017 | 4:00 PM | 64.7 |
| 1/24/2017 | 5:00 PM | 63.8 |
| 1/24/2017 | 6:00 PM | 63.1 |
| 1/24/2017 | 7:00 PM | 62.3 |
| 1/24/2017 | 8:00 PM | 60.4 |
| 1/24/2017 | 9:00 PM | 59 |
| 1/24/2017 | 10:00 PM | 57.6 |
| 1/24/2017 | 11:00 PM | 59.1 |
| 1/25/2017 | 12:00 AM | 58 |
| 1/25/2017 | 1:00 AM | 61 |
| 1/25/2017 | 2:00 AM | 57.2 |
| 1/25/2017 | 3:00 AM | 58.1 |
| 1/25/2017 | 4:00 AM | 59.6 |
| 1/25/2017 | 5:00 AM | 62.5 |
| 1/25/2017 | 6:00 AM | 63.4 |
| 1/25/2017 | 7:00 AM | 66.4 |
| 1/25/2017 | 8:00 AM | 64.6 |
| 1/25/2017 | 9:00 AM | 67.1 |
| 1/25/2017 | 10:00 AM | 63.4 |
| 1/25/2017 | 11:00 AM | 61.4 |
| 1/25/2017 | 12:00 PM | 63 |





| Date | Time | dBA Leq |
|-----------|----------|---------|
| 1/25/2017 | 11:00 AM | 64.2 |
| 1/25/2017 | 12:00 PM | 63.2 |
| 1/25/2017 | 1:00 PM | 67.2 |
| 1/25/2017 | 2:00 PM | 64.7 |
| 1/25/2017 | 3:00 PM | 67.3 |
| 1/25/2017 | 4:00 PM | 61.8 |
| 1/25/2017 | 5:00 PM | 62.0 |
| 1/25/2017 | 6:00 PM | 61.3 |
| 1/25/2017 | 7:00 PM | 63.7 |
| 1/25/2017 | 8:00 PM | 64.9 |
| 1/25/2017 | 9:00 PM | 62.3 |
| 1/25/2017 | 10:00 PM | 61.0 |
| 1/25/2017 | 11:00 PM | 60.9 |
| 1/26/2017 | 12:00 AM | 60.0 |
| 1/26/2017 | 1:00 AM | 61.8 |
| 1/26/2017 | 2:00 AM | 58.2 |
| 1/26/2017 | 3:00 AM | 60.5 |
| 1/26/2017 | 4:00 AM | 63.6 |
| 1/26/2017 | 5:00 AM | 70.7 |
| 1/26/2017 | 6:00 AM | 64.0 |
| 1/26/2017 | 7:00 AM | 63.8 |
| 1/26/2017 | 8:00 AM | 65.0 |
| 1/26/2017 | 9:00 AM | 63.8 |
| 1/26/2017 | 10:00 AM | 64.0 |









Figure B-1. Monitoring Location 1a Noise Meter, #1



Figure B-3. Monitoring Location 1a Noise Meter from Sidewalk, #1



Figure B-2. Monitoring Location 1a Noise Meter, #2



Figure B-4. Monitoring Location 1a Noise Meter from Sidewalk, #2





Figure B-5. Monitoring Location 1a Noise Meter from Street



Figure B-7. Monitoring Location 1b Noise Meter, #2



Figure B-6. Monitoring Location 1b Noise Meter, #1



Figure B-8. Monitoring Location 1b Noise Meter, #3





Figure B-9. Monitoring Location 2 Noise Meter, #1



Figure B-10. Monitoring Location 2 Noise Meter, #2







Figure B-11. Monitoring Location 2
Noise Meter, #3



Figure B-12. Monitoring Location 2 Noise Meter, #4





Figure B-15. Monitoring Location 3 Noise Meter, #3



Figure B-17. Monitoring Location 3 Vibration Measurement, #1



Figure B-16. Monitoring Location 3 Noise Meter View of Tracks



Figure B-18. Monitoring Location 3 Vibration Measurement, #2



Figure B-19. Monitoring Location 3 Vibration Meter Setup, #1



Figure B-20. Monitoring Location 3 Vibration Meter Setup, #2







Figure B-21. Monitoring Location 4 Noise Meter, #1



Figure B-22. Monitoring Location 4 Noise Meter, #2











Appendix C: Detailed Acoustic Modeling Results









| | | | | | Project Noise Exposure (dBA Ldn or Leq) | Absolute Im | pact Thresholds | Cumulative Increase (dBA Ldn or Leq) | Increase in Cumulative Noise Level Thresholds | | FTA Level of Noise Impact |
|--|-------------|----------------------|---|----------------------------------|--|-------------|-----------------|--|--|--------|--|
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA) | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative |
| William Mead | WM1 | 3 | 1 | 66 | 50 | 67 | 72 | 0 | 2 | 5 | None |
| Homes | WM2 | 2 | 40 | 69 | 56 | 64 | 69 | 0 | 2 | 5 | None |
| | WM3 | 2 | 40 | 69 | 54 | 64 | 69 | 0 | 2 | 5 | None |
| | WM4 | 2 | 12 | 69 | 50 | 64 | 69 | 0 | 2 | 5 | None |
| | WM5 | 2 | 11 | 69 | 53 | 64 | 69 | 0 | 2 | 5 | None |
| | WM6 | 2 | 16 | 69 | 62 | 64 | 69 | 1 | 2 | 5 | None |
| | WM7 | 2 | 38 | 69 | 54 | 64 | 69 | 0 | 2 | 5 | None |
| | WM8 | 2 | 24 | 69 | 69 | 64 | 69 | 3 | 2 | 5 | Moderate |
| | WM9 | 2 | 46 | 69 | 53 | 64 | 69 | 0 | 2 | 5 | None |
| | WM10 | 2 | 20 | 69 | 54 | 64 | 69 | 0 | 2 | 5 | None |
| | WM11 | 2 | 40 | 69 | 51 | 64 | 69 | 0 | 2 | 5 | None |
| | WM12 | 2 | 40 | 69 | 51 | 64 | 69 | 0 | 2 | 5 | None |
| | WM13 | 2 | 32 | 69 | 50 | 64 | 69 | 0 | 2 | 5 | None |
| | WM14 | 2 | 40 | 69 | 54 | 64 | 69 | 0 | 2 | 5 | None |
| | WM15 | 2 | 16 | 69 | 53 | 64 | 69 | 0 | 2 | 5 | None |
| | PK1 | 3 | 1 | 66 | 64 | 67 | 72 | 2 | 2 | 5 | None |
| Metro Senior Housing | MT1 | 2 | 123 | 60 | 50 | 58 | 63 | 0 | 2 | 5 | None |
| Los Angeles County Men's Central Jail | CJ1 | 2 | 4000 | 73 | 54 | 66 | 71 | 0 | 2 | 5 | None |
| Twin Towers Correctional Facility | тті | 2 | 9500 | 73 | 54 | 66 | 71 | 0 | 2 | 5 | None |
| Mozaic Apartments | MA12a | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| East Building | MA13a | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA14a | 2 | 3 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA15a | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA1a | 2 | 3 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA2a | 2 | 3 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA3a | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |





| Table C-1. Operation | onal Noise Level | s – Proposed F | Project and Build Alt | ernative (2026) | | | | _ | | | |
|-------------------------------------|------------------|----------------------|---|----------------------------------|--|-------------|-----------------|--|---------------------------------|--------|--|
| | | | | | Project Noise Exposure (dBA Ldn or Leq) | Absolute Im | pact Thresholds | Cumulative Increase (dBA Ldn or Leq) | Increase in Co Noise Level T | | FTA Level of Noise Impact |
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA) | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative |
| | MA4a | 2 | 3 | 67 | 52 | 63 | 67 | 0 | 2 | 5 | None |
| | MA5a | 2 | 3 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11a | 2 | 3 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10a | 2 | 3 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9a | 2 | 3 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8a | 2 | 3 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7a | 2 | 3 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6a | 2 | 3 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12b | 2 | 3 | 67 | 61 | 63 | 67 | 1 | 2 | 5 | None |
| | MA13b | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |
| | MA14b | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA15b | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA1b | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA2b | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA3b | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA4b | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA5b | 2 | 3 | 67 | 52 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11b | 2 | 3 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10b | 2 | 3 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9b | 2 | 3 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8b | 2 | 3 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7b | 2 | 3 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6b | 2 | 3 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12c | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |
| | MA13c | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA14c | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |
| | MA15c | 2 | 3 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA1c | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |





| Table C-1. Operation | onal Noise Level | s – Proposed I | Project and Build Alt | ernative (2026) | | | | | | | |
|-------------------------------------|------------------|----------------------|---|----------------------------------|--|-------------|-----------------|--|--------------------------------|--------|--|
| | | | | | Project Noise Exposure (dBA Ldn or Leq) | Absolute Im | pact Thresholds | Cumulative Increase (dBA Ldn or Leq) | Increase in C Noise Level T | | FTA Level of Noise Impact |
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA) | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative |
| | MA2c | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA3c | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA4c | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA5c | 2 | 3 | 67 | 52 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11c | 2 | 3 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10c | 2 | 3 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9c | 2 | 3 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8c | 2 | 3 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7c | 2 | 3 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6c | 2 | 3 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12d | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |
| | MA13d | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA14d | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA15d | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA1d | 2 | 3 | 67 | 61 | 63 | 67 | 1 | 2 | 5 | None |
| | MA2d | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |
| | MA3d | 2 | 3 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA4d | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA5d | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11d | 2 | 3 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10d | 2 | 3 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9d | 2 | 3 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8d | 2 | 3 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7d | 2 | 3 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6d | 2 | 3 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| Mozaic Apartments | MA16a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| West Building | MA17a | 2 | 2 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18a | 2 | 2 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |





| Table C-1. Operation | onal Noise Level | s – Proposed F | Project and Build Alt | ernative (2026) | | | | _ | | | |
|-------------------------------------|------------------|----------------------|---|----------------------------------|--|-------------|-----------------|--|--------------------------------|--------|--|
| | | | | | Project Noise Exposure (dBA Ldn or Leq) | Absolute Im | pact Thresholds | Cumulative Increase (dBA Ldn or Leq) | Increase in C Noise Level T | | FTA Level of Noise Impact |
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA) | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative |
| | MA19a | 2 | 2 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20a | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21a | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22a | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23a | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24a | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25a | 2 | 2 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26a | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17b | 2 | 2 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18b | 2 | 2 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19b | 2 | 2 | 67 | 48 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20b | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21b | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22b | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23b | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24b | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25b | 2 | 2 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26b | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16c | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18c | 2 | 2 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19c | 2 | 2 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20c | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21c | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22c | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23c | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24c | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |





| Table C-1. Operation | onal Noise Level | s – Proposed F | Project and Build Alt I | ernative (2026) | | | | | - | | |
|-------------------------------------|------------------|----------------------|---|----------------------------------|--|-------------|-----------------|--|--------------------------------|--------|--|
| | | | | | Project Noise Exposure (dBA Ldn or Leq) | Absolute Im | pact Thresholds | Cumulative Increase (dBA Ldn or Leq) | Increase in C Noise Level T | | FTA Level of Noise Impact |
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA) | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative |
| | MA25c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26c | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16d | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19d | 2 | 2 | 67 | 49 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20d | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21d | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22d | 2 | 2 | 67 | 45 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23d | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24d | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25d | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26d | 2 | 2 | 67 | 46 | 63 | 67 | 0 | 2 | 5 | None |
| One Santa Fe Apartments | SF1 | 2 | 13 | 71 | 45 | 66 | 70 | 0 | 3 | 7 | None |
| | SF2 | 2 | 13 | 71 | 54 | 66 | 70 | 0 | 3 | 7 | None |
| | SF3 | 2 | 13 | 71 | 46 | 66 | 70 | 0 | 3 | 7 | None |
| | SF4 | 2 | 13 | 71 | 55 | 66 | 70 | 0 | 3 | 7 | None |
| | SF5 | 2 | 13 | 71 | 46 | 66 | 70 | 0 | 3 | 7 | None |
| | SF6 | 2 | 13 | 71 | 56 | 66 | 70 | 0 | 3 | 7 | None |
| | SF7 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF8 | 2 | 13 | 71 | 58 | 66 | 70 | 0 | 3 | 7 | None |
| | SF9 | 2 | 13 | 71 | 48 | 66 | 70 | 0 | 3 | 7 | None |
| | SF10 | 2 | 13 | 71 | 60 | 66 | 70 | 0 | 3 | 7 | None |
| | SF11 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF12 | 2 | 13 | 71 | 61 | 66 | 70 | 0 | 3 | 7 | None |
| | SF13 | 2 | 13 | 71 | 48 | 66 | 70 | 0 | 3 | 7 | None |
| | SF14 | 2 | 13 | 71 | 48 | 66 | 70 | 0 | 3 | 7 | None |





| T 11 61 6 | and the second | | n | LIAIL II (OOOC) |
|--------------|----------------------|-----------------|-----------------|-----------------------|
| lable C-1. O | perational Noise Lev | /els – Proposed | Project and Bui | ld Alternative (2026) |

| | | | | | Project Noise Exposure (dBA Ldn or Leq) | Absolute Im | pact Thresholds | Cumulative Increase (dBA Ldn or Leq) | Increase in C Noise Level T | | FTA Level of Noise Impact |
|-------------------------------------|-------------|----------------------|---|----------------------------------|--|-------------|-----------------|--|--------------------------------|--------|--|
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA) | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative | Moderate | Severe | Proposed Project or Build Alternative |
| | SF15 | 2 | 13 | 71 | 48 | 66 | 70 | 0 | 3 | 7 | None |
| | SF16 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF17 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF18 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF19 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF20 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF21 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF22 | 2 | 13 | 71 | 48 | 66 | 70 | 0 | 3 | 7 | None |
| | SF23 | 2 | 13 | 71 | 48 | 66 | 70 | 0 | 3 | 7 | None |
| | SF24 | 2 | 13 | 71 | 60 | 66 | 70 | 0 | 3 | 7 | None |
| | SF25 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF26 | 2 | 13 | 71 | 61 | 66 | 70 | 0 | 3 | 7 | None |
| | SF27 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF28 | 2 | 13 | 71 | 61 | 66 | 70 | 0 | 3 | 7 | None |
| | SF29 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF30 | 2 | 13 | 71 | 61 | 66 | 70 | 0 | 3 | 7 | None |
| | SF31 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF32 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF33 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF34 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| Notes: | SF34 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |

dBA=A-weighted decibel; FTA=Federal Transit Administration; ID=identification; Ldn=day-night average sound level; Leq=equivalent noise level; Metro=Los Angeles County Metropolitan Transportation Authority





| Table C-2. Proposed Project | t – 2031 Operation | nal Noise Levels | | | | | | | | , | |
|--|--------------------|-------------------|---|---|---|-------------------|-------------------|---|------------------------------|---|---------------------------|
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | Absolute Thres | e Impact holds | Cumulative Increase (dBA Ldn or Leq) | Increase in (Noise Level | | FTA Level of Noise Impact |
| William Mead Homes (Build Alternative Only) | WM1 | 3 | 1 | 66 | 63 | 67 | 66 | 2 | 2 | 5 | None |
| Alternative Only) | WM2 | 2 | 40 | 69 | 65 | 64 | 69 | 1 | 2 | 5 | None |
| | WM3 | 2 | 40 | 69 | 64 | 64 | 69 | 1 | 2 | 5 | Moderate |
| | WM4 | 2 | 12 | 69 | 59 | 64 | 69 | 0 | 2 | 5 | None |
| | WM5 | 2 | 11 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM6 | 2 | 16 | 69 | 70 | 64 | 69 | 4 | 2 | 5 | Severe |
| | WM7 | 2 | 38 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM8 | 2 | 24 | 69 | 75 | 64 | 69 | 7 | 2 | 5 | Severe |
| | WM9 | 2 | 46 | 69 | 60 | 64 | 69 | 1 | 2 | 5 | None |
| | WM10 | 2 | 20 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM11 | 2 | 40 | 69 | 60 | 64 | 69 | 1 | 2 | 5 | None |
| | WM12 | 2 | 40 | 69 | 60 | 64 | 69 | 1 | 2 | 5 | None |
| | WM13 | 2 | 32 | 69 | 59 | 64 | 69 | 0 | 2 | 5 | None |
| | WM14 | 2 | 40 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM15 | 2 | 16 | 69 | 62 | 64 | 69 | 1 | 2 | 5 | None |
| | PK1 | 3 | 1 | 66 | 73 | 67 | 72 | 8 | 2 | 5 | Severe |
| Metro Senior Housing | MT1 | 2 | 123 | 60 | 59 | 58 | 60 | 2 | 2 | 5 | Moderate |
| Los Angeles Central Jail | CJ1 | 2 | 4000 | 73 | 62 | 66 | 71 | 0 | 2 | 5 | None |
| Twin Towers Correctional Facility | πι | 2 | 9500 | 73 | 58 | 66 | 71 | 0 | 2 | 5 | None |
| Mozaic Apartments East Building | MA12a | 2 | 3 | 67 | 64 | 63 | 67 | 2 | 2 | 5 | Moderate |
| building | MA13a | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |
| | MA14a | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA15a | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |
| | MAla | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA2a | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA3a | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |





| oise-Sensitive Area escription | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | | e Impact holds | Cumulative Increase (dBA Ldn or Leq) | Increase in O Noise Level | | FTA Level of Noise Impact |
|-----------------------------------|-------------|-------------------|---|---|---|----|-------------------|---|------------------------------|---|---------------------------|
| | MA4a | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA5a | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11a | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10a | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9a | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8a | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7a | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6a | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12b | 2 | 3 | 67 | 65 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA13b | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |
| | MA14b | 2 | 3 | 67 | 61 | 63 | 67 | 1 | 2 | 5 | None |
| | MA15b | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA1b | 2 | 3 | 67 | 64 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA2b | 2 | 3 | 67 | 61 | 63 | 67 | 1 | 2 | 5 | None |
| | MA3b | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA4b | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA5b | 2 | 3 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11b | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10b | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | МА9Ь | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8b | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | МА7Ь | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6b | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12c | 2 | 3 | 67 | 66 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA13c | 2 | 3 | 67 | 63 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA14c | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |





| oise-Sensitive Area escription | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | | e Impact sholds | Cumulative Increase (dBA Ldn or Leq) | Increase in O Noise Level | | FTA Level of Noise Impact |
|-----------------------------------|-------------|-------------------|---|---|---|----|--------------------|---|------------------------------|---|---------------------------|
| | MA15c | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA1c | 2 | 3 | 67 | 64 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA2c | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |
| | MA3c | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA4c | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |
| | MA5c | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11c | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10c | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9c | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8c | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | МА7с | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6c | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12d | 2 | 3 | 67 | 66 | 63 | 67 | 3 | 2 | 5 | Moderate |
| | MA13d | 2 | 3 | 67 | 64 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA14d | 2 | 3 | 67 | 63 | 63 | 67 | 1 | 2 | 5 | Moderate |
| | MA15d | 2 | 3 | 67 | 61 | 63 | 67 | 1 | 2 | 5 | None |
| | MA1d | 2 | 3 | 67 | 65 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA2d | 2 | 3 | 67 | 63 | 63 | 67 | 1 | 2 | 5 | Moderate |
| | MA3d | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA4d | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA5d | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11d | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10d | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9d | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8d | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7d | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |





| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | Absolute Thres | | Cumulative Increase (dBA L _{dn} or L _{eq}) | Increase in (Noise Level | | FTA Level of Noise Impact |
|-------------------------------------|-------------|-------------------|---|---|---|-------------------|----|--|------------------------------|---|---------------------------|
| | MA6d | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| Mozaic Apartments West | MA16a | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| Building | MA17a | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18a | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19a | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24a | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25a | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26a | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16b | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17b | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18b | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19b | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24b | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25b | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26b | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16c | 2 | 2 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17c | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18c | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |





| Table C-2. Proposed Proje | ect – 2031 Operatior | nal Noise Levels | | | | | | | | | |
|-------------------------------------|----------------------|-------------------|---|---|---|----|--------------------|--|------------------------------|---|---------------------------|
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | | e Impact sholds | Cumulative Increase (dBA L _{dn} or L _{eq}) | Increase in (Noise Level | | FTA Level of Noise Impact |
| | MA19c | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24c | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25c | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26c | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16d | 2 | 2 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17d | 2 | 2 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18d | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19d | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24d | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25d | 2 | 2 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26d | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| One Santa Fe Apartments | SF1 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF2 | 2 | 13 | 71 | 56 | 66 | 70 | 0 | 3 | 7 | None |
| | SF3 | 2 | 13 | 71 | 48 | 66 | 70 | 0 | 3 | 7 | None |
| | SF4 | 2 | 13 | 71 | 56 | 66 | 70 | 0 | 3 | 7 | None |
| | SF5 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF6 | 2 | 13 | 71 | 58 | 66 | 70 | 0 | 3 | 7 | None |
| | SF7 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |





| loise-Sensitive Area escription | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | | e Impact holds | Cumulative Increase (dBA Ldn or Leq) | Increase in (Noise Level | | FTA Level of Noise Impact |
|------------------------------------|-------------|-------------------|---|---|---|----|-------------------|---|------------------------------|---|---------------------------|
| | SF8 | 2 | 13 | 71 | 60 | 66 | 70 | 0 | 3 | 7 | None |
| | SF9 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF10 | 2 | 13 | 71 | 61 | 66 | 70 | 0 | 3 | 7 | None |
| | SF11 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF12 | 2 | 13 | 71 | 63 | 66 | 70 | 1 | 3 | 7 | None |
| | SF13 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF14 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF15 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF16 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF17 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF18 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF19 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF20 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF21 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF22 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF23 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF24 | 2 | 13 | 71 | 62 | 66 | 70 | 0 | 3 | 7 | None |
| | SF25 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF26 | 2 | 13 | 71 | 62 | 66 | 70 | 1 | 3 | 7 | None |
| | SF27 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF28 | 2 | 13 | 71 | 62 | 66 | 70 | 1 | 3 | 7 | None |
| | SF29 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF30 | 2 | 13 | 71 | 62 | 66 | 70 | 1 | 3 | 7 | None |
| | SF31 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF32 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF33 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |





| Table C-2. Proposed Proj | ect – 2031 Operation | al Noise Levels | | | | | | A . | | | |
|-------------------------------------|----------------------|-------------------|----|-------------------------|---|--------------------|----|---|---|---|------|
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | | Existing Noise Exposure | Project Noise Exposure (dBA Ldn or Leq) | Absolute Thresl | | Cumulative Increase (dBA Ldn or Leq) | | | |
| | SF34 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |

Notes:

dBA=A-weighted decibel; FTA=Federal Transit Administration; ID=Identification; Ldn=day-night average sound level; Leq=equivalent noise level; Metro=Los Angeles County Metropolitan Transportation Authority





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| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | | e Impact holds | Cumulative Increase (dBA Ldn or Leq) | Increase in Noise Level | Cumulative Thresholds | FTA Level of Noise Impact |
|-------------------------------------|-------------|----------------------|---|---|---|----|-------------------|---|----------------------------|--------------------------|---------------------------|
| William Mead Homes (Build | WM1 | 3 | 1 | 66 | 63 | 67 | 66 | 2 | 2 | 5 | None |
| Alternative Only) | WM2 | 2 | 40 | 69 | 65 | 64 | 69 | 1 | 2 | 5 | None |
| | WM3 | 2 | 40 | 69 | 64 | 64 | 69 | 1 | 2 | 5 | Moderate |
| | WM4 | 2 | 12 | 69 | 59 | 64 | 69 | 0 | 2 | 5 | None |
| | WM5 | 2 | 11 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM6 | 2 | 16 | 69 | 71 | 64 | 69 | 4 | 2 | 5 | Severe |
| | WM7 | 2 | 38 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM8 | 2 | 24 | 69 | 75 | 64 | 69 | 7 | 2 | 5 | Severe |
| | WM9 | 2 | 46 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM10 | 2 | 20 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM11 | 2 | 40 | 69 | 60 | 64 | 69 | 1 | 2 | 5 | None |
| | WM12 | 2 | 40 | 69 | 60 | 64 | 69 | 1 | 2 | 5 | None |
| | WM13 | 2 | 32 | 69 | 59 | 64 | 69 | 0 | 2 | 5 | None |
| | WM14 | 2 | 40 | 69 | 61 | 64 | 69 | 1 | 2 | 5 | None |
| | WM15 | 2 | 16 | 69 | 62 | 64 | 69 | 1 | 2 | 5 | None |
| | PK1 | 3 | 1 | 66 | 73 | 67 | 72 | 8 | 2 | 5 | Severe |
| letro Senior Housing | MT1 | 2 | 123 | 60 | 59 | 58 | 60 | 2 | 2 | 5 | Moderate |
| os Angeles Central Jail | CJ1 | 2 | 4000 | 73 | 62 | 66 | 71 | 0 | 2 | 5 | None |
| win Towers Correctional acility | тті | 2 | 9500 | 73 | 58 | 66 | 71 | 0 | 2 | 5 | None |
| lozaic Apartments East | MA12a | 2 | 3 | 67 | 64 | 63 | 67 | 2 | 2 | 5 | Moderate |
| uilding | MA13a | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |
| | MA14a | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA15a | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |
| | MAla | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA2a | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA3a | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |
| | MA4a | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA5a | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MAlla | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10a | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |





| oise-Sensitive Area escription | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | | e Impact sholds | Cumulative Increase (dBA Ldn or Leq) | Increase in O | Cumulative Thresholds | FTA Level of Noise Impact |
|-----------------------------------|-------------|----------------------|---|---|---|----|--------------------|---|---------------|--------------------------|---------------------------|
| | MA9a | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8a | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7a | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6a | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12b | 2 | 3 | 67 | 65 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA13b | 2 | 3 | 67 | 63 | 63 | 67 | 1 | 2 | 5 | Moderate |
| | MA14b | 2 | 3 | 67 | 61 | 63 | 67 | 1 | 2 | 5 | None |
| | MA15b | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA1b | 2 | 3 | 67 | 64 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA2b | 2 | 3 | 67 | 61 | 63 | 67 | 1 | 2 | 5 | None |
| | MA3b | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA4b | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA5b | 2 | 3 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11b | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10b | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9b | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8b | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7b | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6b | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12c | 2 | 3 | 67 | 66 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA13c | 2 | 3 | 67 | 63 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA14c | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |
| | MA15c | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA1c | 2 | 3 | 67 | 65 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA2c | 2 | 3 | 67 | 62 | 63 | 67 | 1 | 2 | 5 | None |
| | MA3c | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA4c | 2 | 3 | 67 | 58 | 63 | 67 | 1 | 2 | 5 | None |
| | MA5c | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11c | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10c | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9c | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |





| Table C-3. Build Alternati | | 1 | Number of | | Project Noise | | | | 9 | - | |
|-------------------------------------|-------------|----------------------|-----------------------------------|---|------------------------------|----|--------------------|---|----------------------------|--------------------------|---------------------------|
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Exposure (dBA Ldn or Leg) | | e Impact sholds | Cumulative Increase (dBA Ldn or Leq) | Increase in Noise Level | Cumulative Thresholds | FTA Level of Noise Impact |
| | MA8c | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7c | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6c | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA12d | 2 | 3 | 67 | 66 | 63 | 67 | 3 | 2 | 5 | Moderate |
| | MA13d | 2 | 3 | 67 | 64 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA14d | 2 | 3 | 67 | 63 | 63 | 67 | 1 | 2 | 5 | Moderate |
| | MA15d | 2 | 3 | 67 | 61 | 63 | 67 | 1 | 2 | 5 | None |
| | MA1d | 2 | 3 | 67 | 65 | 63 | 67 | 2 | 2 | 5 | Moderate |
| | MA2d | 2 | 3 | 67 | 63 | 63 | 67 | 1 | 2 | 5 | Moderate |
| | MA3d | 2 | 3 | 67 | 60 | 63 | 67 | 1 | 2 | 5 | None |
| | MA4d | 2 | 3 | 67 | 59 | 63 | 67 | 1 | 2 | 5 | None |
| | MA5d | 2 | 3 | 67 | 57 | 63 | 67 | 0 | 2 | 5 | None |
| | MA11d | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA10d | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA9d | 2 | 3 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA8d | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA7d | 2 | 3 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA6d | 2 | 3 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| ozaic Apartments West | MA16a | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| ilding | MA17a | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18a | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19a | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23a | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24a | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25a | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26a | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16b | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17b | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |





| se-Sensitive Area | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | | e Impact sholds | Cumulative Increase (dBA Ldn or Leq) | | Cumulative Thresholds | FTA Level of Noise Impa |
|-------------------|-------------|----------------------|---|---|---|----|--------------------|---|---|--------------------------|-------------------------|
| | MA18b | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19b | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23b | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24b | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25b | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26b | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16c | 2 | 2 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17c | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18c | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19c | 2 | 2 | 67 | 53 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23c | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24c | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25c | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26c | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA16d | 2 | 2 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA17d | 2 | 2 | 67 | 55 | 63 | 67 | 0 | 2 | 5 | None |
| | MA18d | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA19d | 2 | 2 | 67 | 54 | 63 | 67 | 0 | 2 | 5 | None |
| | MA20d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA21d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA22d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA23d | 2 | 2 | 67 | 50 | 63 | 67 | 0 | 2 | 5 | None |
| | MA24d | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |
| | MA25d | 2 | 2 | 67 | 56 | 63 | 67 | 0 | 2 | 5 | None |
| | MA26d | 2 | 2 | 67 | 51 | 63 | 67 | 0 | 2 | 5 | None |





| | ve – 2031 Interim (| | Number of | | Project Noise | | | | | | |
|-------------------------------------|---------------------|----------------------|--------------------------------------|---|------------------------------|-------------------|----|---|------------------------------|---|---------------------------|
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Exposure (dBA Ldn or Leq) | Absolute Thres | | Cumulative Increase (dBA Ldn or Leq) | Increase in (Noise Level | | FTA Level of Noise Impact |
| One Santa Fe Apartments | SF1 | 2 | 13 | 71 | 47 | 66 | 70 | 0 | 3 | 7 | None |
| | SF2 | 2 | 13 | 71 | 56 | 66 | 70 | 0 | 3 | 7 | None |
| | SF3 | 2 | 13 | 71 | 48 | 66 | 70 | 0 | 3 | 7 | None |
| | SF4 | 2 | 13 | 71 | 56 | 66 | 70 | 0 | 3 | 7 | None |
| | SF5 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF6 | 2 | 13 | 71 | 58 | 66 | 70 | 0 | 3 | 7 | None |
| | SF7 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF8 | 2 | 13 | 71 | 60 | 66 | 70 | 0 | 3 | 7 | None |
| | SF9 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF10 | 2 | 13 | 71 | 61 | 66 | 70 | 0 | 3 | 7 | None |
| | SF11 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF12 | 2 | 13 | 71 | 63 | 66 | 70 | 1 | 3 | 7 | None |
| | SF13 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF14 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF15 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF16 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF17 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF18 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF19 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF20 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF21 | 2 | 13 | 71 | 49 | 66 | 70 | 0 | 3 | 7 | None |
| | SF22 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF23 | 2 | 13 | 71 | 50 | 66 | 70 | 0 | 3 | 7 | None |
| | SF24 | 2 | 13 | 71 | 62 | 66 | 70 | 0 | 3 | 7 | None |
| | SF25 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF26 | 2 | 13 | 71 | 62 | 66 | 70 | 1 | 3 | 7 | None |
| | SF27 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF28 | 2 | 13 | 71 | 62 | 66 | 70 | 1 | 3 | 7 | None |
| | SF29 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF30 | 2 | 13 | 71 | 62 | 66 | 70 | 1 | 3 | 7 | None |
| | SF31 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |





| Table C-3. Build Alternat | ive – 2031 Interim (| Operational Nois | e Levels | | | | | | | | |
|----------------------------------|----------------------|----------------------|---|---|---|-------------------|----|---|---|---|---------------------------|
| Noise-Sensitive Area Description | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn or Leq) | Project Noise Exposure (dBA Ldn or Leq) | Absolute Thres | | Cumulative Increase (dBA Ldn or Leq) | | | FTA Level of Noise Impact |
| 1 | SF32 2 13 | | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF33 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |
| | SF34 | 2 | 13 | 71 | 51 | 66 | 70 | 0 | 3 | 7 | None |

Notes:

dBA=A-weighted decibel; FTA=Federal Transit Administration; ID=Identification; Ldn=day-night average sound level; Leq=equivalent noise level; Metro=Los Angeles County Metropolitan Transportation Authority





| Table C-4. 2040 C | Operationa | l Noise Lev | els by Alternativ | е | , | | | | | | | | | | | | Ų. | | | | 7 | 1.0 |
|--------------------------------------|------------|-------------|---------------------------------------|---|--------------------|--------|------------------------------|--------|--|-----------------------------|-------------------|---|-------------------------------|--|----------------------|--------------------------------------|----------------------|-------------------------------------|----------|--------------------------|----------------------|----------|
| Noise-Sensitive | Receptor | Land Use | Number of Noise-Sensitive Sites | Existing Noise Exposure (dBA Ldn | Absolute Thresh | | Increase in C Noise Level | | Unmiti Proj Noi Expo: (dBA I | ect se sure Ldn or | Pro No Expo | ject bise sure A L _{dn} | Redu fro Mitig (Inse | oise action om gation ertion oss) | Cumu Incr (dBA | tigated ulative ease Ldn or | Cumi Incr (dBA | gated ulative rease Ldn or | | A Level of Noise pact | Mitigated FTA Imp | |
| Area Description | ID | Category | Represented | or Leq) | Moderate | Severe | Moderate | Severe | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | BA | PP | ВА |
| William Mead Homes | WM1 | 3 | 1 | 66 | 67 | 72 | 2 | 5 | 56 | 56 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM2 | 2 | 40 | 69 | 64 | 69 | 2 | 5 | 60 | 60 | 59 | 59 | 1 | 1 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM3 | 2 | 40 | 69 | 64 | 69 | 2 | 5 | 57 | 57 | 57 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM4 | 2 | 12 | 69 | 64 | 69 | 2 | 5 | 54 | 54 | 53 | 53 | 1 | 1 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM5 | 2 | 11 | 69 | 64 | 69 | 2 | 5 | 58 | 58 | 56 | 56 | 2 | 2 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM6 | 2 | 16 | 69 | 64 | 69 | 2 | 5 | 68 | 68 | 61 | 61 | 7 | 7 | 2 | 2 | 1 | 1 | Moderate | Moderate | None | None |
| | WM7 | 2 | 38 | 69 | 64 | 69 | 2 | 5 | 59 | 59 | 59 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM8 | 2 | 24 | 69 | 64 | 69 | 2 | 5 | 75 | 75 | 63 | 67 | 12 | 8 | 7 | 7 | 1 | 2 | Severe | Severe | None | Moderate |
| | WM9 | 2 | 46 | 69 | 64 | 69 | 2 | 5 | 59 | 59 | 58 | 58 | 1 | 1 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM10 | 2 | 20 | 69 | 64 | 69 | 2 | 5 | 59 | 59 | 59 | 59 | 0 | 1 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM11 | 2 | 40 | 69 | 64 | 69 | 2 | 5 | 55 | 55 | 55 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM12 | 2 | 40 | 69 | 64 | 69 | 2 | 5 | 54 | 54 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM13 | 2 | 32 | 69 | 64 | 69 | 2 | 5 | 54 | 54 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM14 | 2 | 40 | 69 | 64 | 69 | 2 | 5 | 60 | 60 | 59 | 59 | 1 | 1 | 0 | 0 | 0 | 0 | None | None | None | None |
| | WM15 | 2 | 16 | 69 | 64 | 69 | 2 | 5 | 56 | 56 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | PK1 | 3 | 1 | 66 | 67 | 72 | 2 | 5 | 73 | 73 | 65 | 64 | 8 | 9 | 8 | 8 | 3 | 2 | Severe | Severe | Moderate | None |
| Metro Senior Housing | MT1 | 2 | 123 | 60 | 58 | 63 | 2 | 5 | 54 | 54 | 54 | 54 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| Los Angeles Central Jail | CJ1 | 2 | 4000 | 73 | 66 | 71 | 2 | 5 | 62 | 63 | 62 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| Twin Towers Correctional Facility | ПΊ | 2 | 9500 | 73 | 66 | 71 | 2 | 5 | 59 | 59 | 59 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| Mozaic Apartments East Building | MA12a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 65 | 64 | 65 | 64 | 0 | 0 | 2 | 2 | 3 | 2 | Moderate | Moderate | Moderate | Moderate |
| Last building | MA13a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 63 | 61 | 63 | 61 | 0 | 0 | 1 | 1 | 2 | 1 | None | None | Moderate | None |
| | MA14a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 61 | 60 | 61 | 60 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |





| Noise-Sensitive | Receptor | Land Use | Number of Noise-Sensitive Sites | Existing Noise Exposure (dBA Ldn | Absolute Thresh | | Increase in C Noise Level 1 | | Unmiti Proj Noi Expo (dBA l | ect se sure _dn Or | Mitig Pro No Expo (dB/ or | ject ise sure A L _{dn} | Redu fro Mitig | ation ertion | Unmit Cumu Incr (dBA | ılative ease Ldn or | Incr | ulative ease Ldn or | | A Level of Noise pact | Mitigated FTA Imp | Level of Noise pact |
|------------------|----------|----------|---------------------------------------|---|--------------------|--------|--------------------------------|--------|---|-----------------------------|--|--|----------------------|-----------------|-------------------------------|---------------------------|------|---------------------------|----------|--------------------------|----------------------|------------------------|
| Area Description | ID | Category | Represented | or L _{eq}) | Moderate | Severe | Moderate | Severe | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА |
| | MA15a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 59 | 58 | 59 | 58 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MAla | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 61 | 60 | 61 | 60 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA2a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 61 | 60 | 61 | 60 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA3a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 59 | 59 | 59 | 59 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA4a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 57 | 59 | 57 | 59 | 0 | 0 | 0 | 1 | 1 | 0 | None | None | None | None |
| | | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 56 | 58 | 56 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA11a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 53 | 52 | 53 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA10a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 53 | 53 | 53 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA9a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 54 | 53 | 54 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA8a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 54 | 54 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA7a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 55 | 54 | 55 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA6a | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 55 | 55 | 55 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA12b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 66 | 67 | 66 | 67 | 0 | 0 | 2 | 3 | 3 | 2 | Moderate | Moderate | Moderate | Moderate |
| | MA13b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 64 | 62 | 64 | 62 | 0 | 0 | 2 | 1 | 2 | 2 | Moderate | None | Moderate | Moderate |
| | MA14b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 62 | 61 | 62 | 61 | 0 | 0 | 1 | 1 | 2 | 1 | None | None | None | None |
| | MA15b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 60 | 59 | 60 | 59 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA1b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 64 | 63 | 64 | 63 | 0 | 0 | 2 | 2 | 2 | 2 | Moderate | None | Moderate | Moderate |
| | MA2b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 62 | 62 | 62 | 62 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA3b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 59 | 61 | 59 | 61 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA4b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 58 | 60 | 58 | 60 | 0 | 0 | 0 | 1 | 1 | 0 | None | None | None | None |
| | MA5b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 56 | 58 | 56 | 58 | 0 | 0 | 0 | 1 | 0 | 0 | None | None | None | None |
| | MA11b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 53 | 52 | 53 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA10b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 53 | 53 | 53 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | МА9Ь | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 54 | 53 | 54 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |





| Ioise-Sensitive | Receptor | Land Use | Number of Noise-Sensitive Sites | Existing Noise Exposure (dBA Ldn | Absolute Thresh | | Increase in C Noise Level | | Unmiti Proj No Expo (dBA | ect se sure _dn Or | Pro No Expo | ject ise sure A L _{dn} | Redu fro Mitig | ation ertion | Unmit Cumu Incr (dBA L | llative ease Ldn or | Cumi | ılative ease Ldn or | | A Level of Noise pact | Mitigated FTA Imp | |
|-----------------|----------|----------|---------------------------------------|---|--------------------|--------|------------------------------|--------|--------------------------------------|-----------------------------|-------------------|--|----------------------|-----------------|------------------------------------|---------------------------|------|---------------------------|----------|--------------------------|----------------------|----------|
| rea Description | ID | Category | Represented | or Leq) | Moderate | Severe | Moderate | Severe | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | BA | PP | ВА |
| | MA8b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 54 | 54 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA7b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 55 | 54 | 55 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA6b | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 56 | 55 | 56 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA12c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 67 | 67 | 67 | 67 | 0 | 0 | 3 | 3 | 4 | 3 | Moderate | Moderate | Severe | Moderate |
| | MA13c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 64 | 63 | 64 | 63 | 0 | 0 | 2 | 1 | 2 | 2 | Moderate | None | Moderate | Moderate |
| | MA14c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 63 | 62 | 63 | 62 | 0 | 0 | 1 | 1 | 2 | 1 | None | None | Moderate | None |
| | MA15c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 61 | 60 | 61 | 60 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA1c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 64 | 66 | 64 | 66 | 0 | 0 | 2 | 2 | 2 | 2 | Moderate | Moderate | Moderate | Moderate |
| | MA2c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 62 | 64 | 62 | 64 | 0 | 0 | 1 | 2 | 2 | 1 | None | Moderate | Moderate | None |
| | MA3c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 60 | 62 | 60 | 62 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA4c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 58 | 60 | 58 | 60 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA5c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 57 | 59 | 57 | 59 | 0 | 0 | 0 | 1 | 1 | 0 | None | None | None | None |
| | MA11c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 53 | 52 | 53 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA10c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 53 | 53 | 53 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA9c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 54 | 53 | 54 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA8c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 54 | 54 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA7c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 55 | 54 | 55 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA6c | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 56 | 55 | 56 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA12d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 67 | 68 | 67 | 68 | 0 | 0 | 3 | 3 | 4 | 3 | Moderate | Severe | Severe | Moderate |
| | MA13d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 65 | 64 | 65 | 64 | 0 | 0 | 2 | 2 | 3 | 2 | Moderate | Moderate | Moderate | Moderate |
| | MA14d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 64 | 63 | 64 | 63 | 0 | 0 | 2 | 1 | 2 | 2 | Moderate | None | Moderate | Moderate |
| | MA15d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 62 | 62 | 62 | 62 | 0 | 0 | 1 | 1 | 2 | 1 | None | None | Moderate | None |
| | MA1d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 65 | 68 | 65 | 68 | 0 | 0 | 2 | 3 | 3 | 2 | Moderate | Severe | Moderate | Moderate |
| | MA2d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 63 | 65 | 63 | 65 | 0 | 0 | 1 | 2 | 2 | 1 | None | Moderate | Moderate | None |





| Noise-Sensitive | Receptor | Land Use | Number of Noise-Sensitive Sites | Existing Noise Exposure (dBA Ldn | Absolute Thresh | | Increase in C Noise Level 1 | | Unmiti Proj Noi Expo: (dBA I | ect se sure _dn Or | Pro No Expo | ise sure A L _{dn} | Redu fro Mitig | ation ertion | Unmit Cumu Incr (dBA | ılative ease Ldn or | Incr | ulative ease Ldn or | | A Level of Noise pact | Mitigated FTA Imp | |
|-------------------|----------|----------|---------------------------------------|---|--------------------|--------|--------------------------------|--------|--|-----------------------------|-------------------|----------------------------------|----------------------|-----------------|-------------------------------|---------------------------|------|---------------------------|------|--------------------------|----------------------|------|
| Area Description | ID | Category | Represented | or Leq) | Moderate | Severe | Moderate | Severe | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА |
| | MA3d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 61 | 63 | 61 | 63 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA4d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 59 | 62 | 59 | 62 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | MA5d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 58 | 60 | 58 | 60 | 0 | 0 | 0 | 1 | 1 | 0 | None | None | None | None |
| | MA11d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 53 | 52 | 53 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA10d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 53 | 53 | 53 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA9d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 54 | 53 | 54 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA8d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 54 | 54 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA7d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 55 | 54 | 55 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA6d | 2 | 3 | 67 | 63 | 67 | 2 | 5 | 56 | 55 | 56 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| Mozaic Apartments | MA16a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 54 | 56 | 54 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| West Building | MA17a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 53 | 55 | 53 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA18a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 53 | 55 | 53 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA19a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 52 | 55 | 52 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA20a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA21a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA22a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA23a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA24a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA25a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 53 | 53 | 53 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA26a | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA16b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 54 | 57 | 54 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA17b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 54 | 56 | 54 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA18b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 53 | 55 | 53 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA19b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 53 | 55 | 53 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |





| Noise-Sensitive | Receptor | Land Use | Number of Noise-Sensitive Sites | Existing Noise Exposure (dBA Ldn | Absolute Thresł | | Increase in C Noise Level 1 | | Unmiti Proj Noi Expo: (dBA I | ect se sure _dn Or | Pro No Expo | ise sure A L _{dn} | Redu fro Mitig | ation ertion | Unmit Cumu Incr (dBA L | ılative ease Ldn or | | ılative ease Ldn or | | A Level of Noise pact | Mitigated FTA Imp | |
|------------------|----------|----------|---------------------------------------|---|--------------------|--------|--------------------------------|--------|--|-----------------------------|-------------------|----------------------------------|----------------------|-----------------|------------------------------------|---------------------------|----|---------------------------|------|--------------------------|----------------------|------|
| Area Description | ID | Category | Represented | or Leq) | Moderate | Severe | Moderate | Severe | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА |
| | MA20b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA21b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA22b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA23b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA24b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA25b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 54 | 54 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA26b | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA16c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 55 | 57 | 55 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA17c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 54 | 56 | 54 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA18c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 54 | 56 | 54 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA19c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 53 | 55 | 53 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA20c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA21c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA22c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA23c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA24c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA25c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 55 | 55 | 55 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA26c | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA16d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 56 | 58 | 56 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA17d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 55 | 57 | 55 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA18d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 54 | 56 | 54 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA19d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 54 | 56 | 54 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA20d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA21d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |





| Table C-4. 2040 C | Operationa Receptor | | Number of Noise-Sensitive Sites Represented | Existing Noise | | | | | Unmitigated Project | | Mitigated Project | | | | Unmitigated | | Mitiş | gated | | | | |
|-------------------------------------|---------------------|---|---|-------------------|-----------------|--------|--|--------|--|----|--|----|------|----|------------------------|----|---|-------|--|------|--|------|
| Noise-Sensitive Area Description | | | | | Absolute Impact | | Increase in Cumulative Noise Level Thresholds | | Noise Exposure (dBA Ldn or Leq) | | Noise Exposure (dBA Ldn or Leq) | | from | | Cumulative Increase | | Cumulative Increase (dBA Ldn or Leq) | | Unmitigated FTA Level of Noise Impact | | Mitigated FTA Level of Noise Impact | |
| | | | | or Leq) | Moderate | Severe | Moderate | Severe | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА |
| | MA22d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA23d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA24d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA25d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 56 | 56 | 56 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | MA26d | 2 | 2 | 67 | 63 | 67 | 2 | 5 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| One Santa Fe Apartments | SF1 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 48 | 47 | 48 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF2 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 57 | 56 | 57 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF3 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 48 | 48 | 48 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF4 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 58 | 57 | 58 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF5 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 49 | 48 | 49 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF6 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 59 | 58 | 59 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF7 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF8 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 61 | 60 | 61 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF9 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 51 | 50 | 51 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF10 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 62 | 62 | 62 | 62 | 0 | 0 | 1 | 0 | 0 | 1 | None | None | None | None |
| | SF11 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 52 | 51 | 52 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF12 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 64 | 63 | 64 | 63 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | SF13 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 51 | 51 | 51 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF14 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 51 | 50 | 51 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF15 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF16 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF17 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF18 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF19 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 49 | 49 | 49 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |





| Tab | le C-4. 2040 C | perational | Noise Level | s by A | Iternative |
|-----|----------------|------------|-------------|--------|------------|
|-----|----------------|------------|-------------|--------|------------|

| Noise-Sensitive | Receptor ID | Land Use Category | Number of Noise-Sensitive Sites Represented | Existing Noise Exposure (dBA Ldn | Absolute Impact | | Increase in Cumulative Noise Level Thresholds | | Unmitigated Project Noise Exposure (dBA Ldn or | | Mitigated Project Noise Exposure (dBA Ldn or Leq) | | Reduction from | | Cumulative Increase | | Mitigated Cumulative Increase (dBA Ldn or Leq) | | Unmitigated FTA Level of Noise Impact | | Mitigated FTA Level of Noise Impact | |
|------------------|----------------|----------------------|--|---|-----------------|--------|--|--------|--|----|---|----|----------------|----|------------------------|----|--|----|--|------|--|------|
| Area Description | | | | or Leq) | Moderate | Severe | Moderate | Severe | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | ВА | PP | BA | PP | ВА |
| | SF20 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 50 | 49 | 50 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF21 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF22 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 50 | 50 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF23 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 51 | 50 | 51 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF24 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 63 | 62 | 63 | 62 | 0 | 0 | 1 | 1 | 0 | 1 | None | None | None | None |
| | SF25 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 51 | 51 | 51 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF26 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 64 | 63 | 64 | 63 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | SF27 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 52 | 51 | 52 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF28 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 64 | 63 | 64 | 63 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | SF29 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 52 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF30 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 64 | 63 | 64 | 63 | 0 | 0 | 1 | 1 | 1 | 1 | None | None | None | None |
| | SF31 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 52 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF32 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 52 | 51 | 52 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF33 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 52 | 51 | 52 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| | SF34 | 2 | 13 | 71 | 66 | 70 | 3 | 7 | 52 | 52 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | None | None | None | None |
| lotes: | | | | | | | | | | | | | | | | | | | | | | |

BA=Build Alternative; dBA=A-weighted decibel; FTA=Federal Transit Administration; ID=identification; Ldn=day-night average sound level; Leq=equivalent noise level; Metro=Los Angeles County Metropolitan Transportation Authority; PP=Proposed Project





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