

Annex A

Traffic Noise Contours -
 L_{Aeq} (15 Hour)

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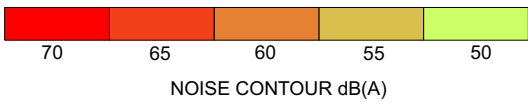
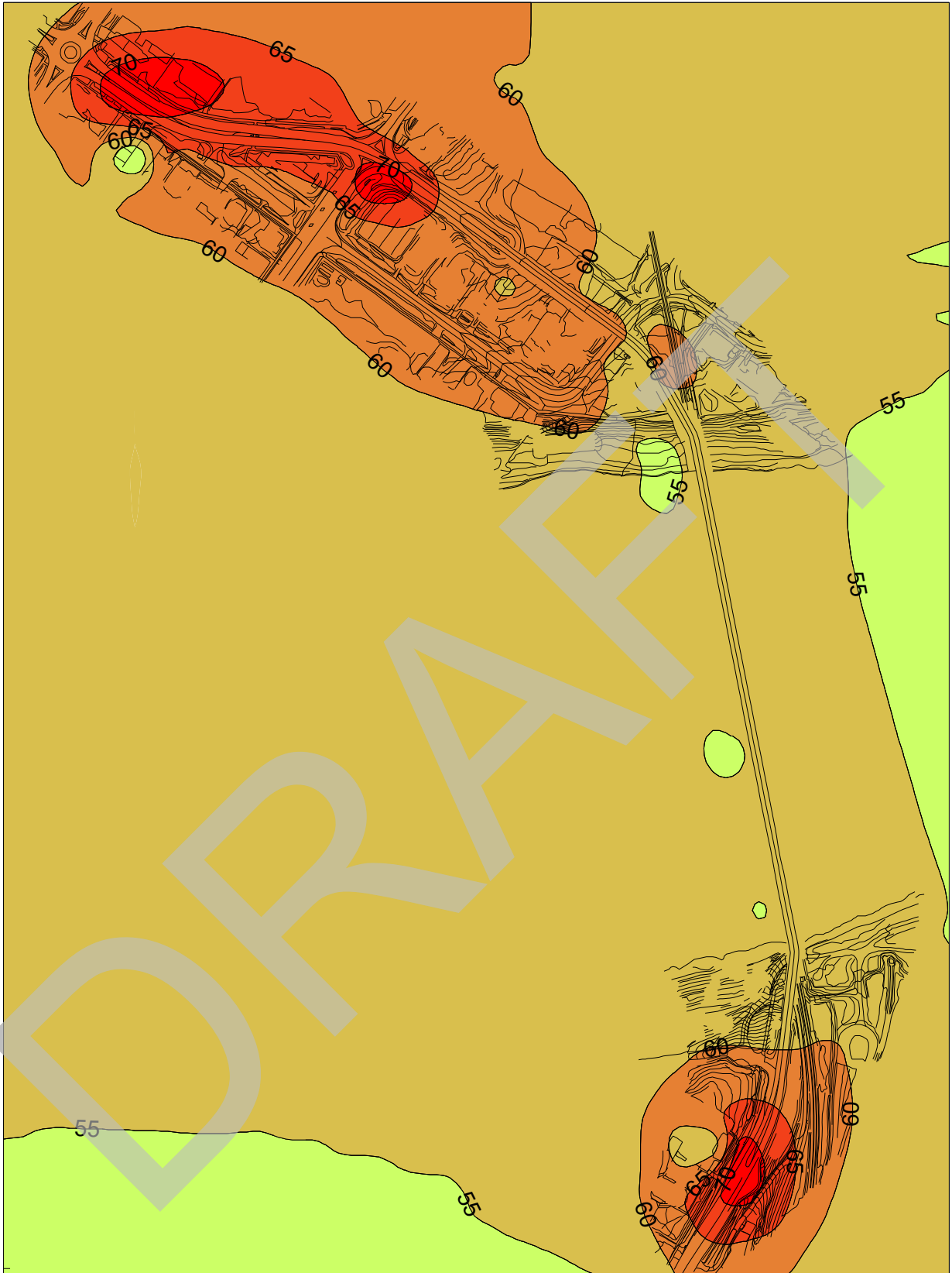
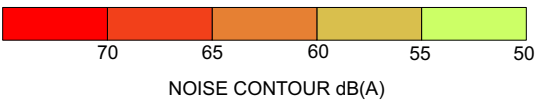
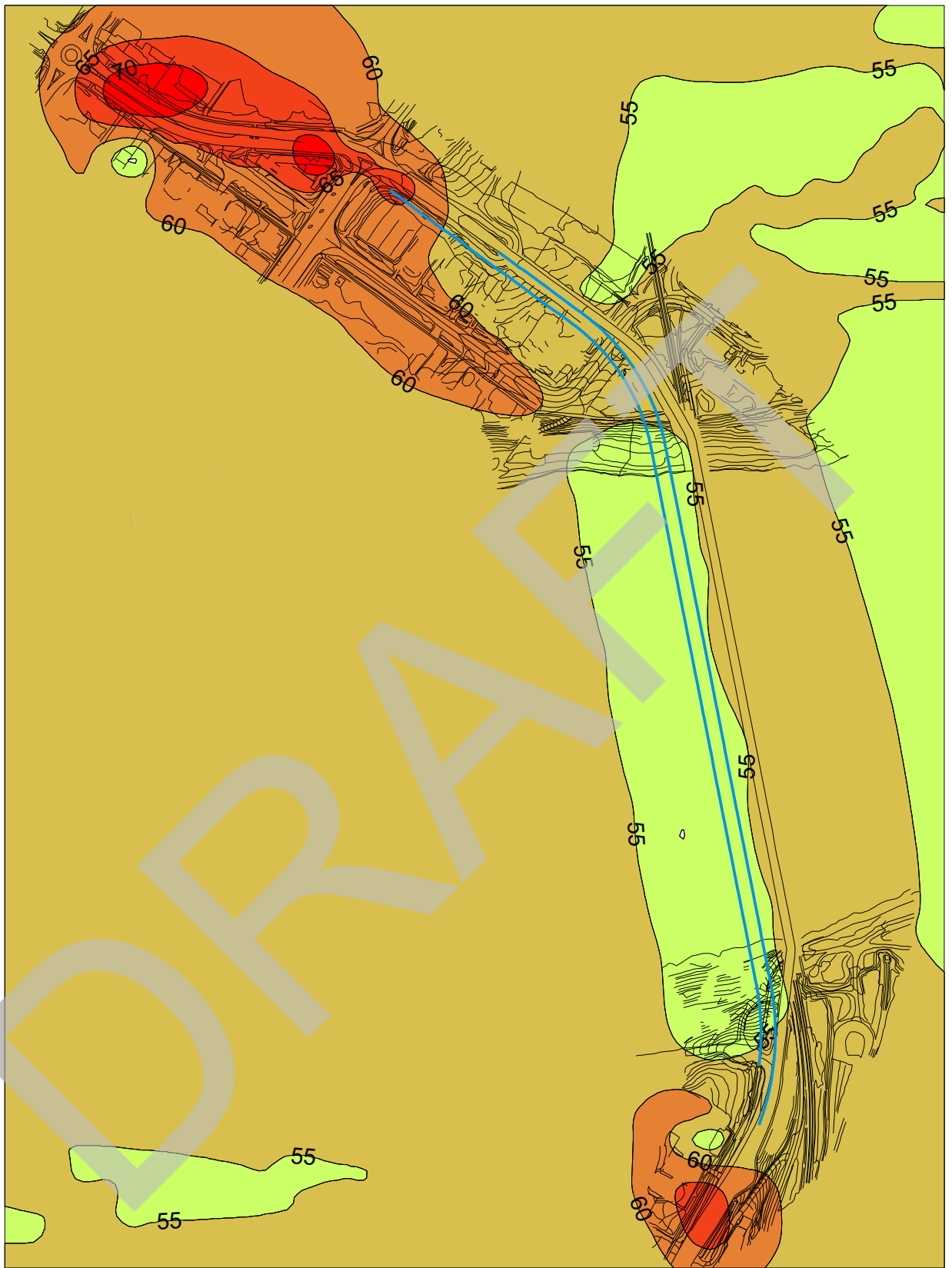


Figure A1

Noise Contours - Existing 2003 - L_{Aeq} 15



NOISE CONTOUR dB(A)

Figure A2

Noise Contours - Option 2A - 2 Lanes - L_{eq}15



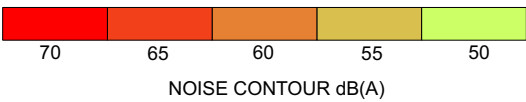
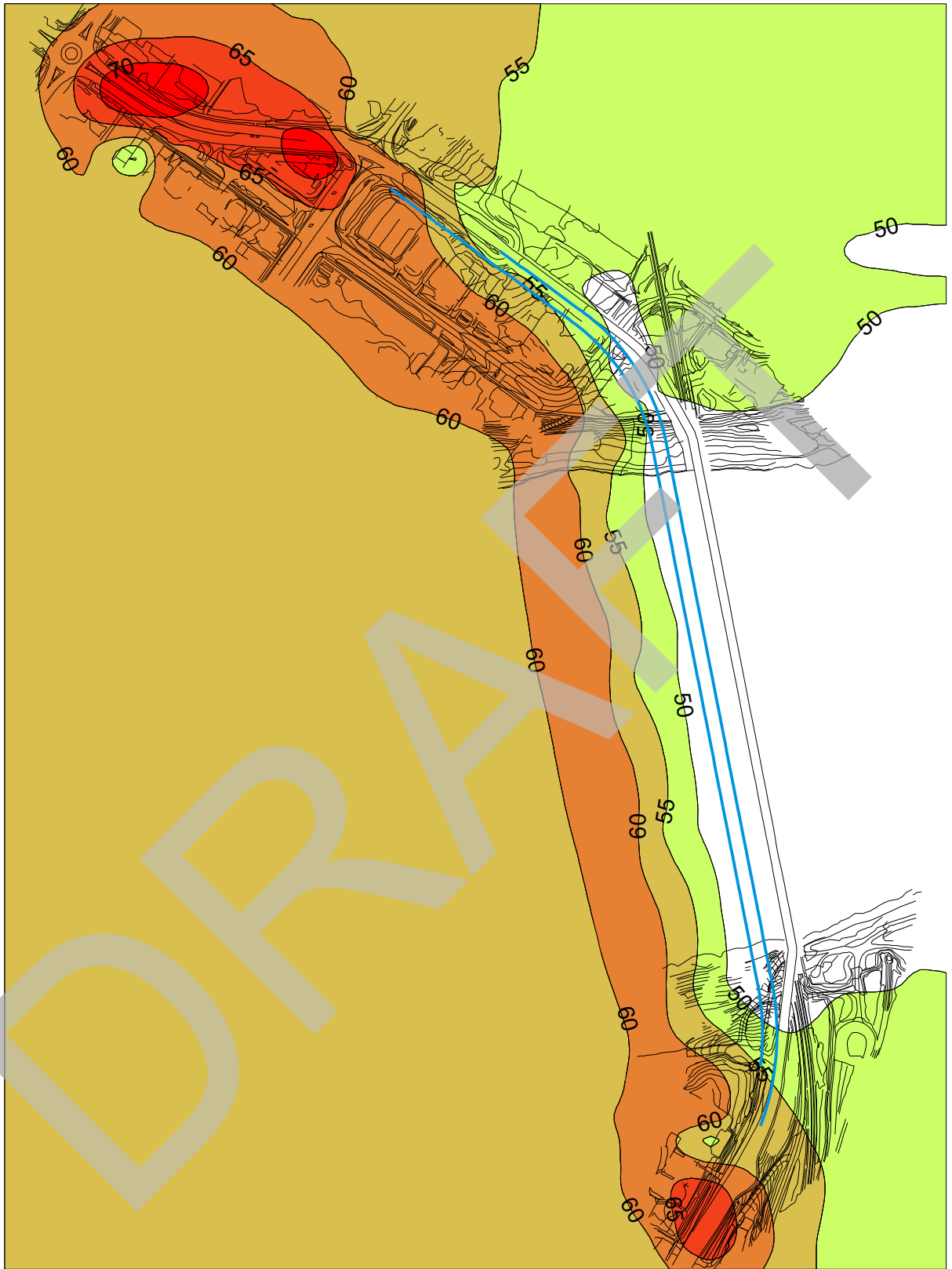


Figure A3

Noise Contours - Option 2A - 4 Lanes - L_{eq}15

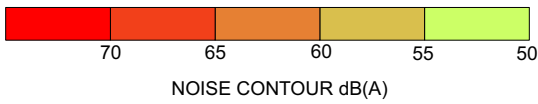
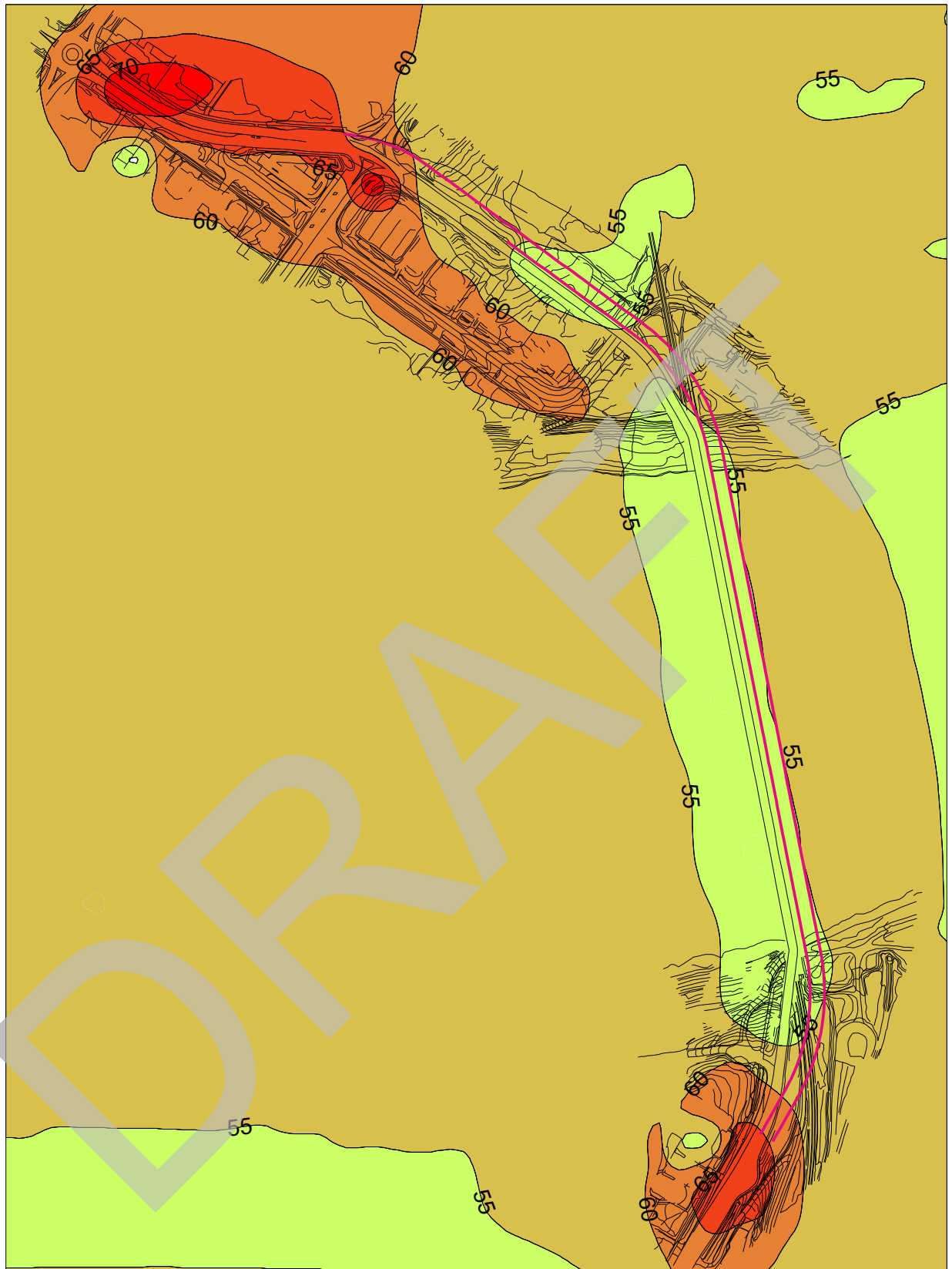


Figure A4

Noise Contours - Option 2B - 2 Lanes - L_{eq}15



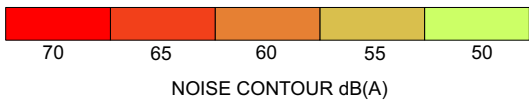
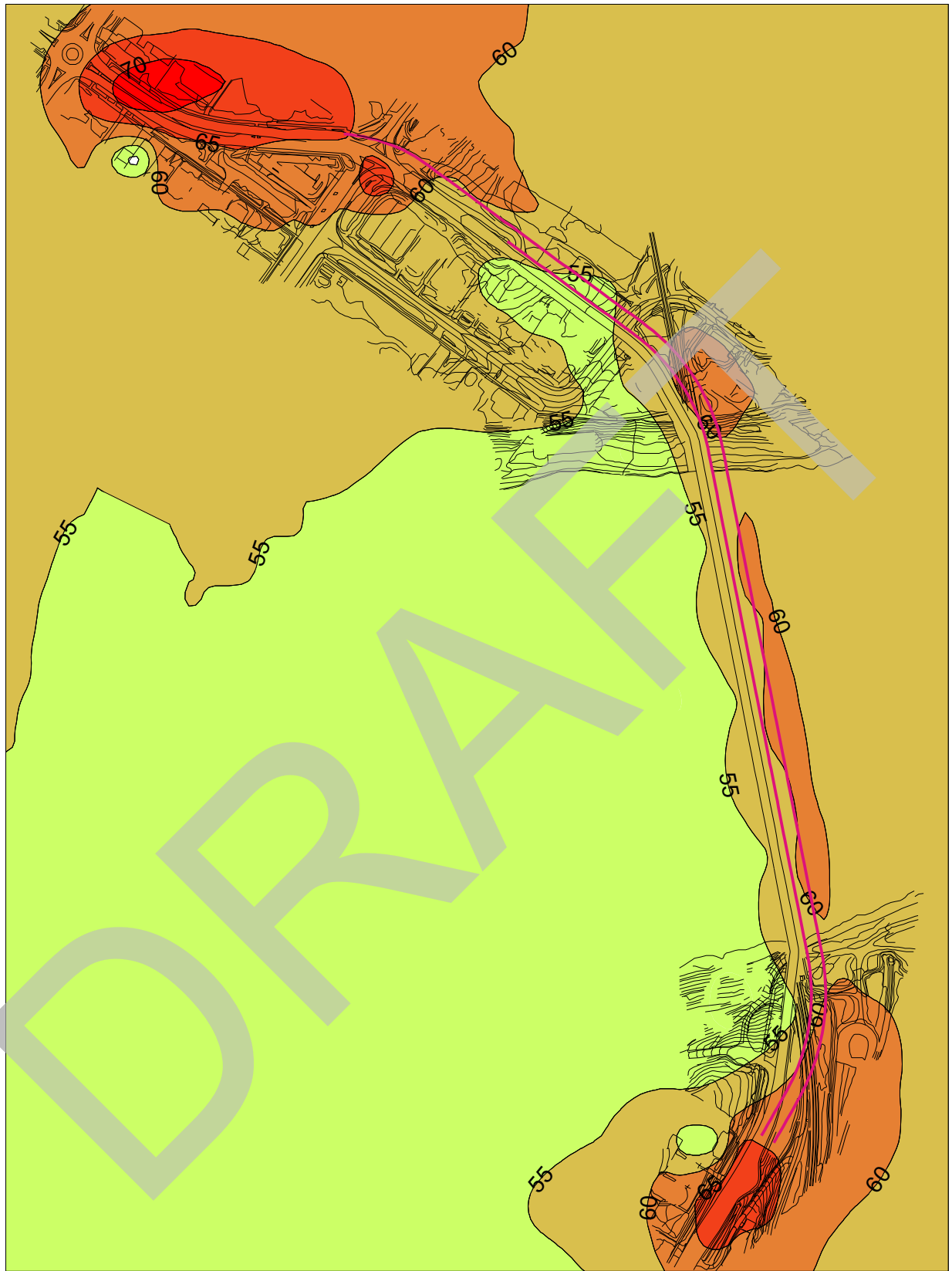


Figure A5

Noise Contours - Option 2B - 4 Lanes - L_{eq}15

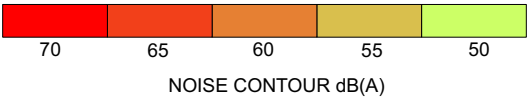
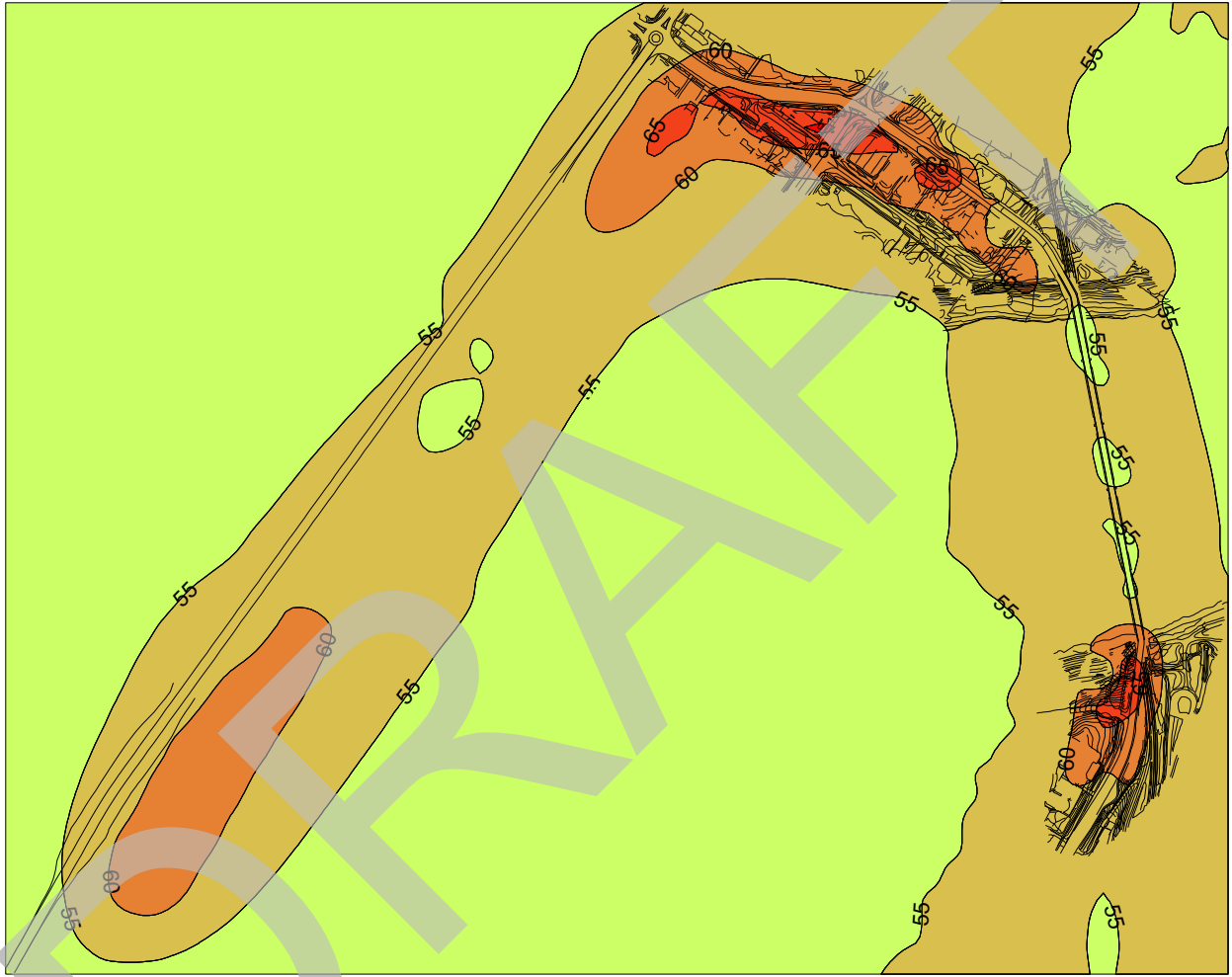


Figure A6 Noise Contours - Option 1 - L_{eq}15

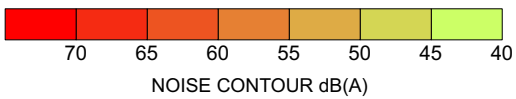
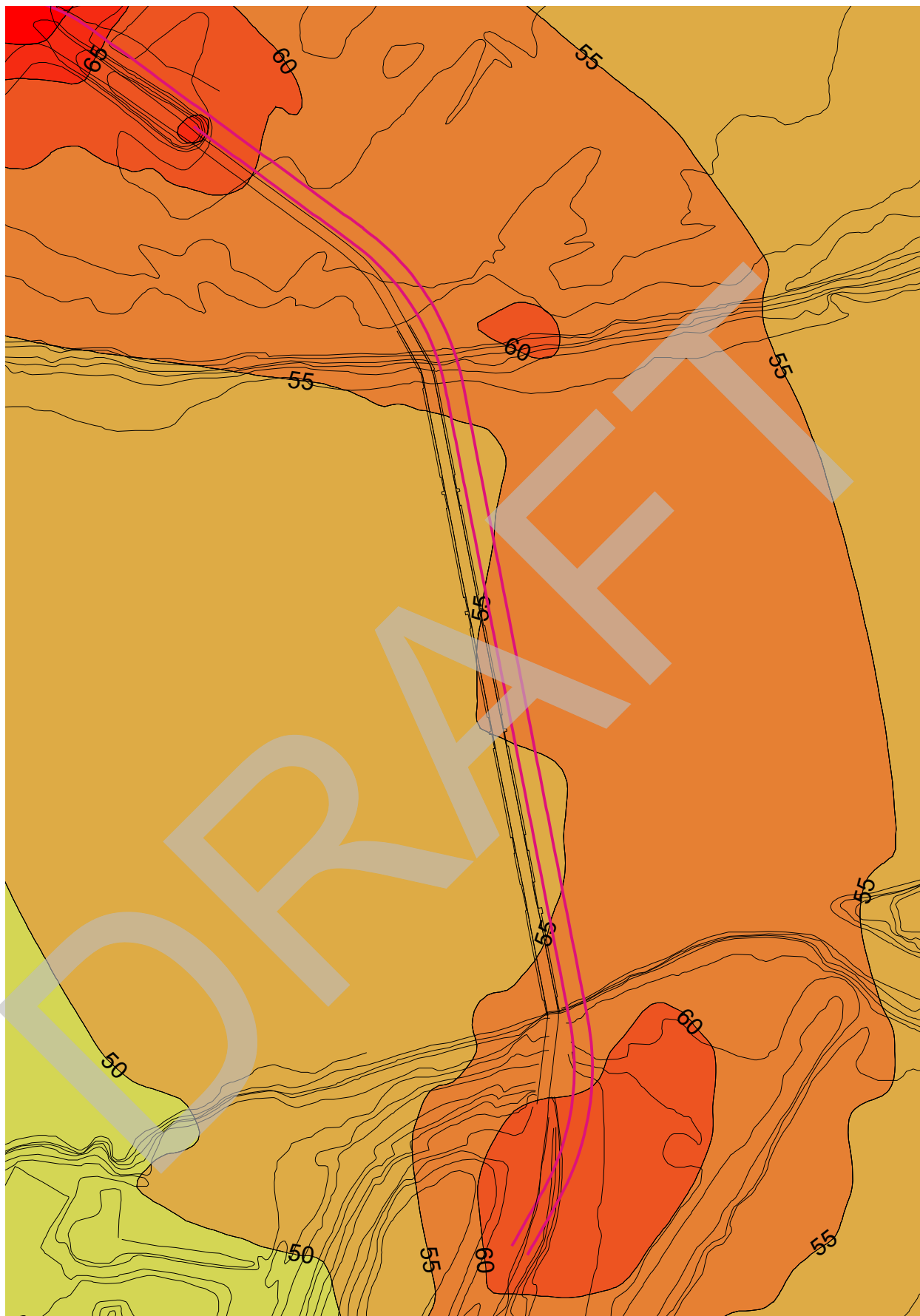


Figure A7 Noise Contours - Option 2B - 3 Lanes - L_{Aeq15}

Annex B

Traffic Noise Contours -
 L_{Aeq} (9 Hour)

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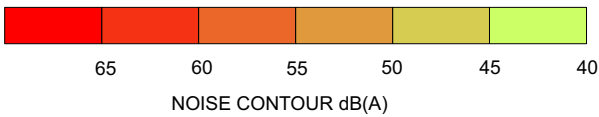
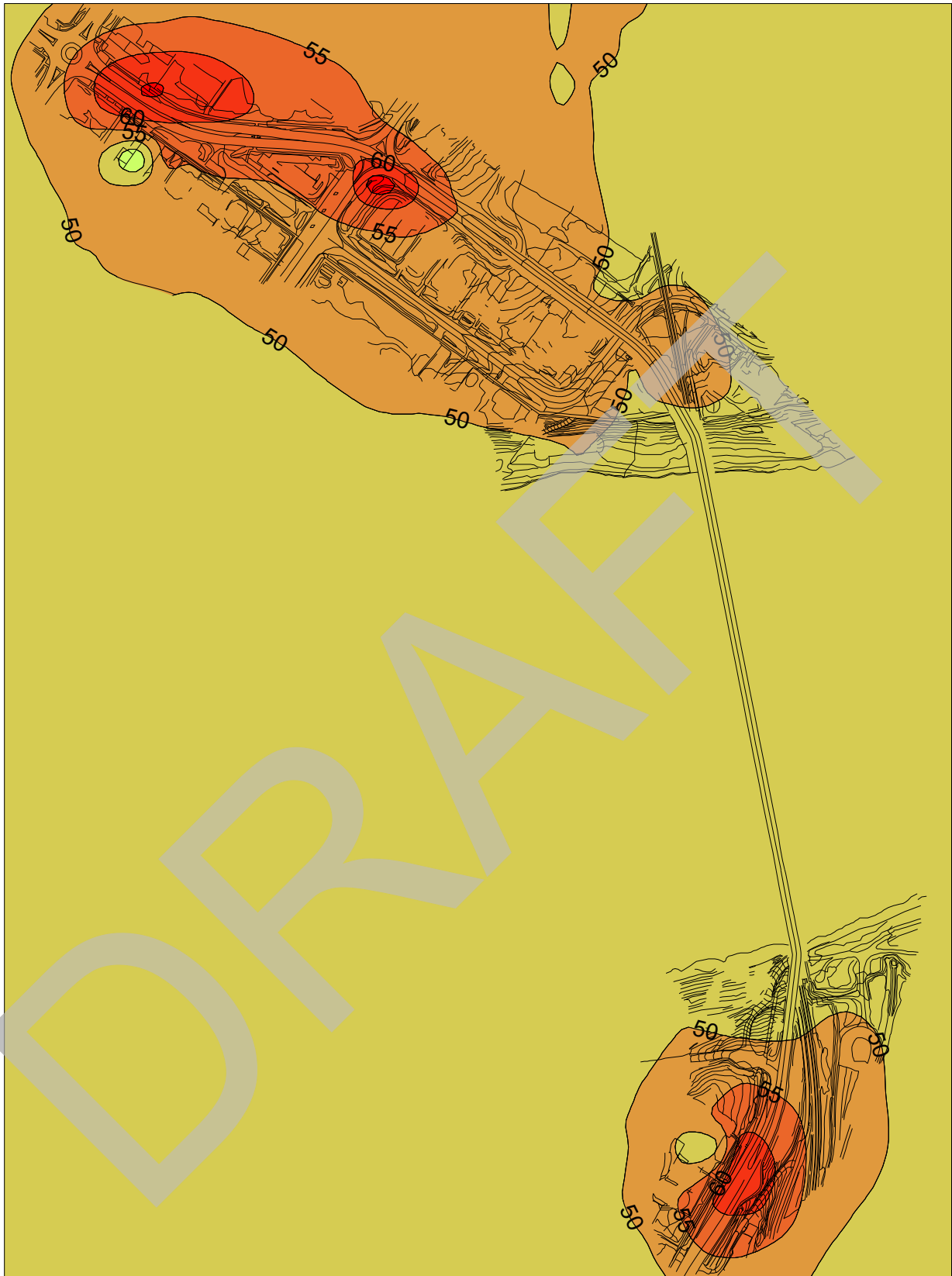


Figure B1

Noise Contours - Existing 2003 - L_{Aeq9}

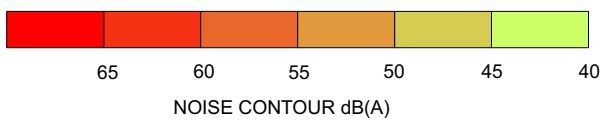
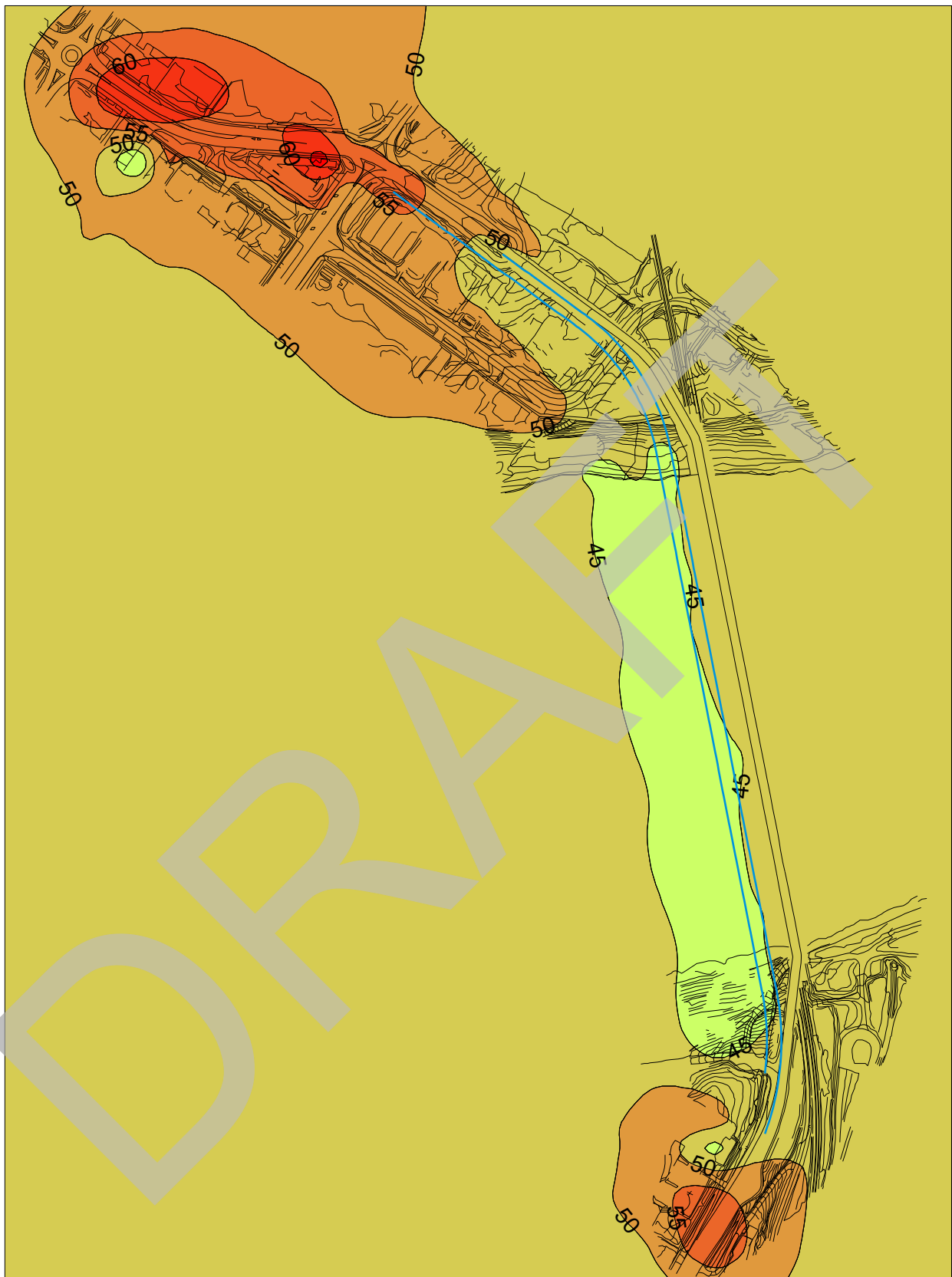


Figure B2

Noise Contours - Option 2A - 2 Lanes - L_{Aeq9}

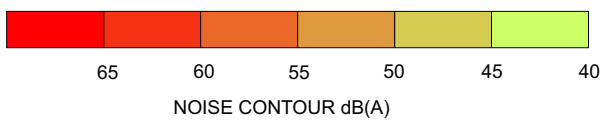
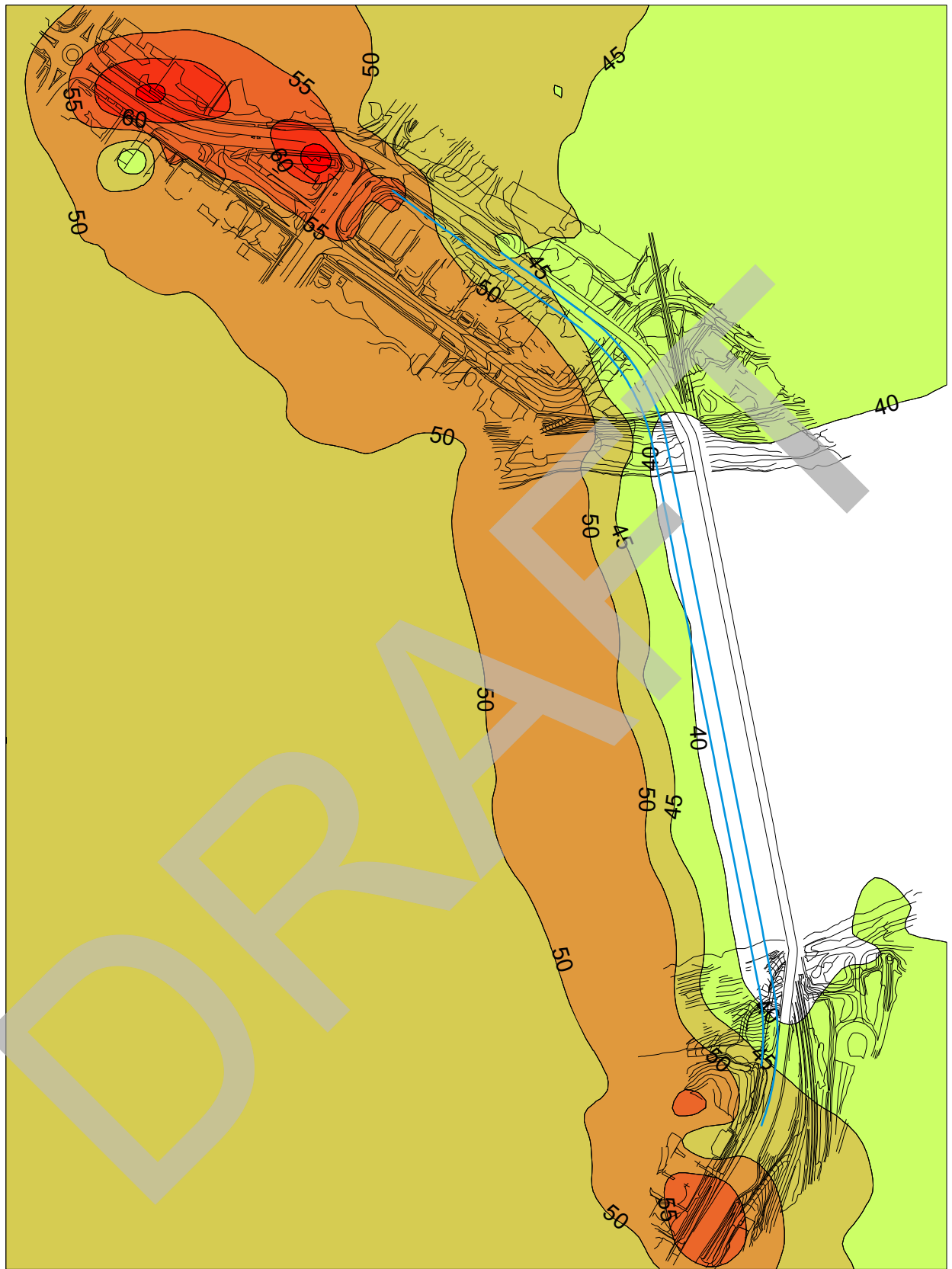
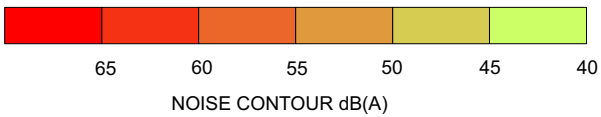
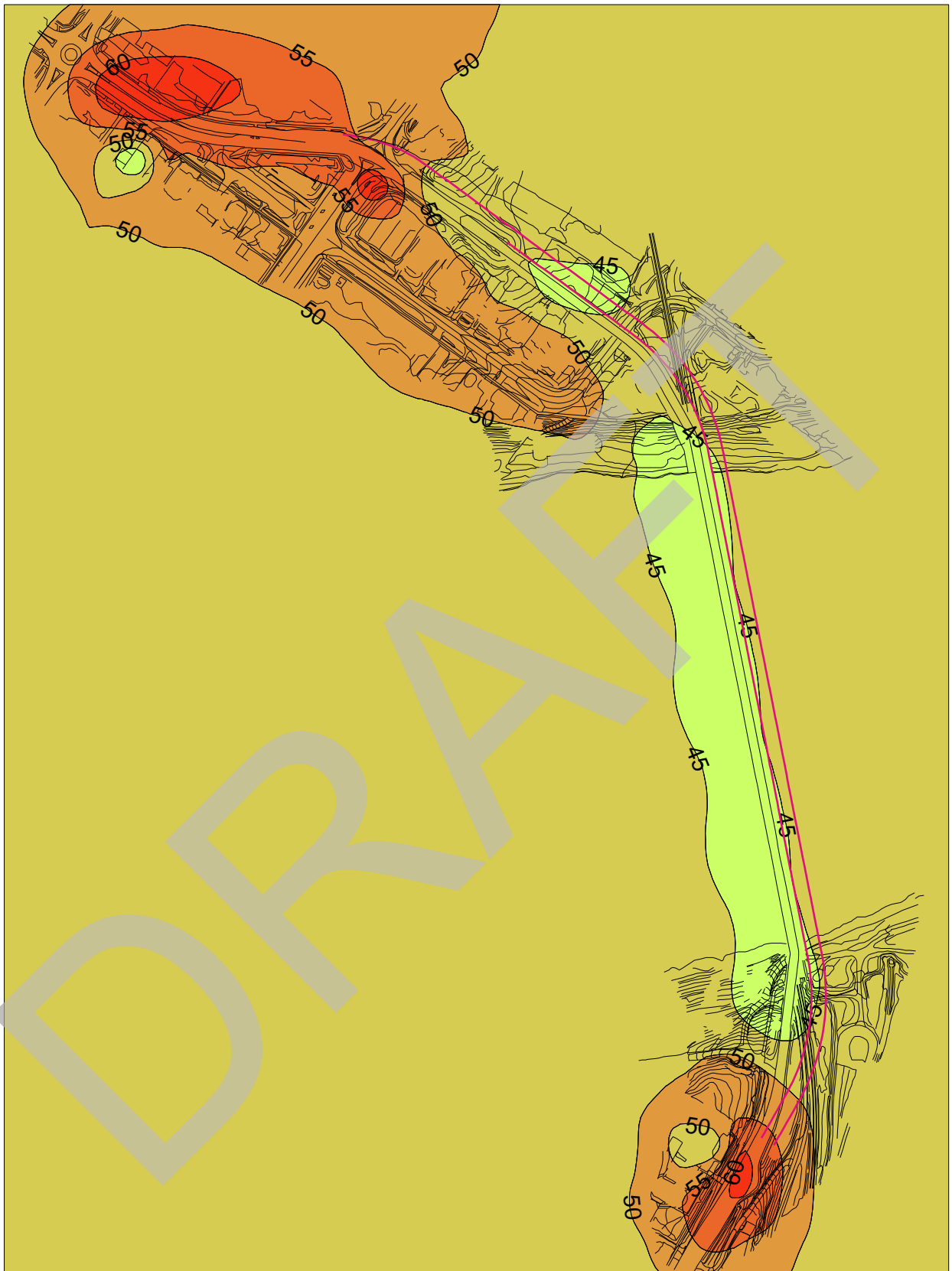


Figure B3

Noise Contours - Option 2A - 4 Lanes - L_{Aeq9}



0 ?????m
Approximate only

Figure B4

Noise Contours - Option 2B - 2 Lanes - L_{Aeq9}

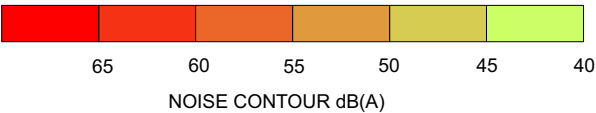
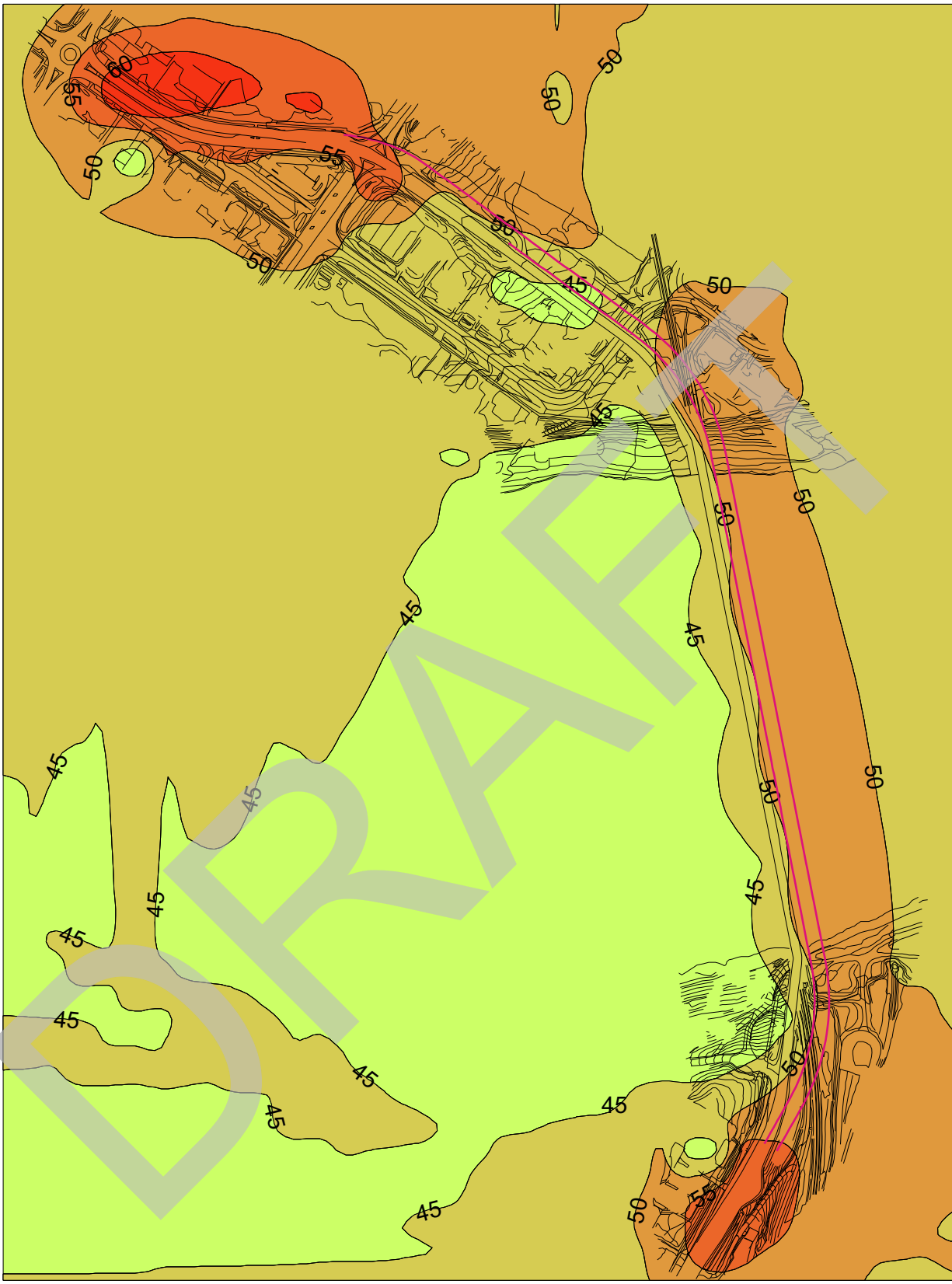


Figure B5 Noise Contours - Option 2B - 4 Lanes - L_{Aeq9}

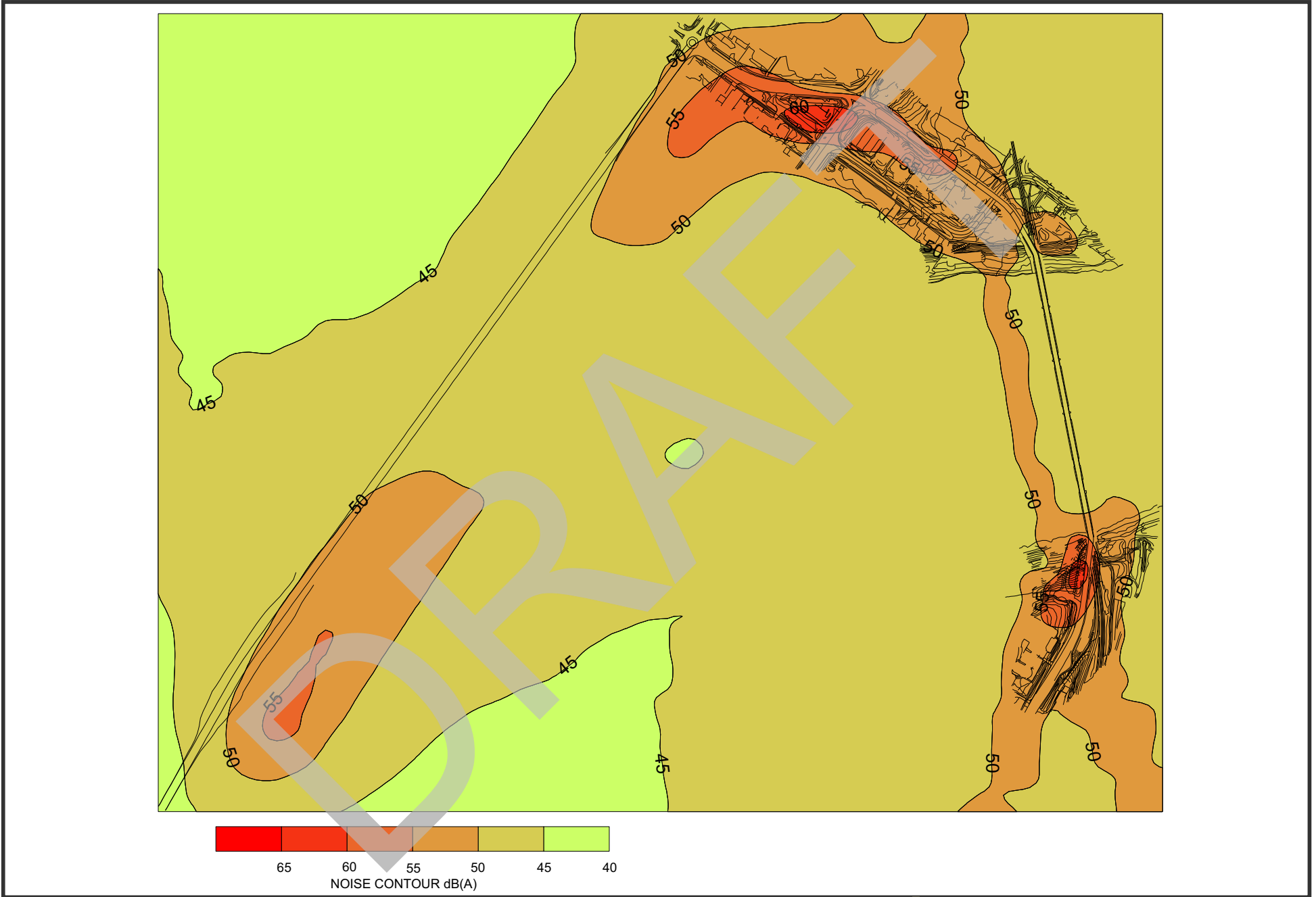


Figure B6 Noise Contours - Option 1 - L_{Aeq9}

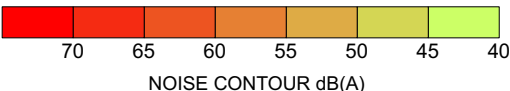
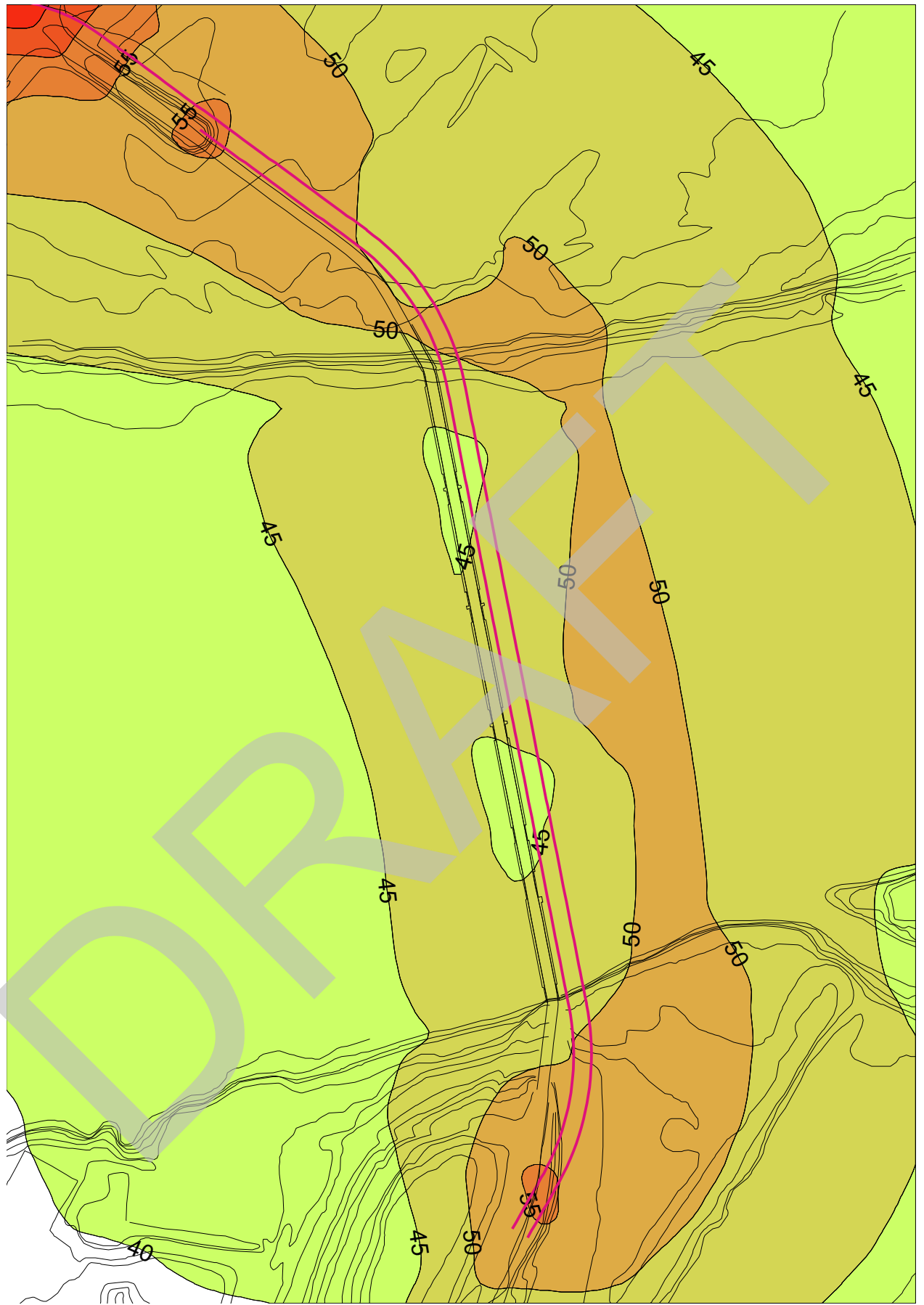


Figure B7 Noise Contours - Option 2B - 3 Lanes - L_{Aeq9}

Annex C

Traffic Noise Contours -
 L_{Aeq} (24 Hour)

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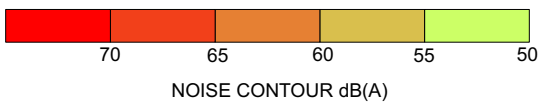
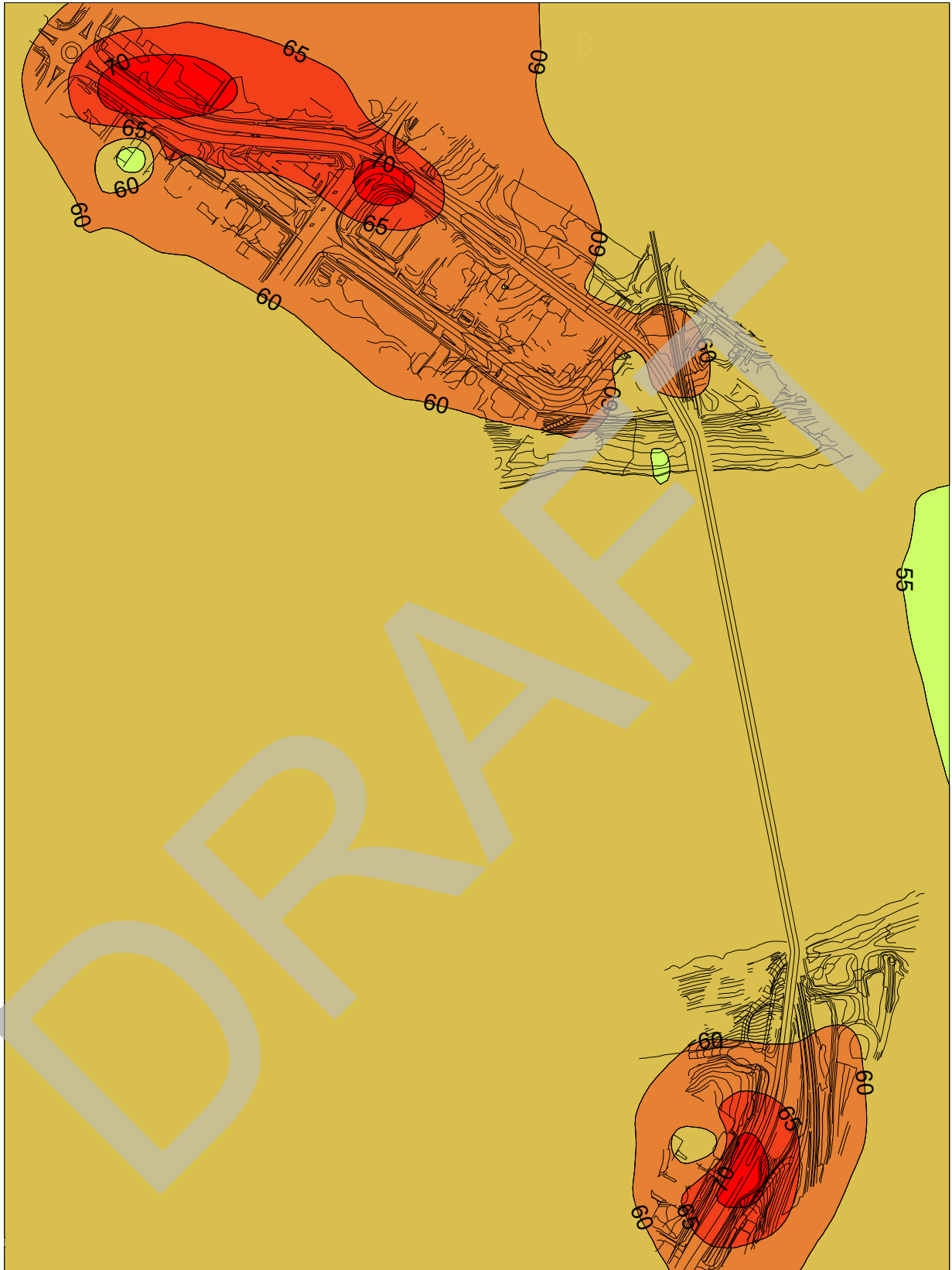


Figure C1

Noise Contours - Existing 2003 - L_{Aeq24}

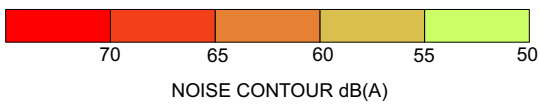
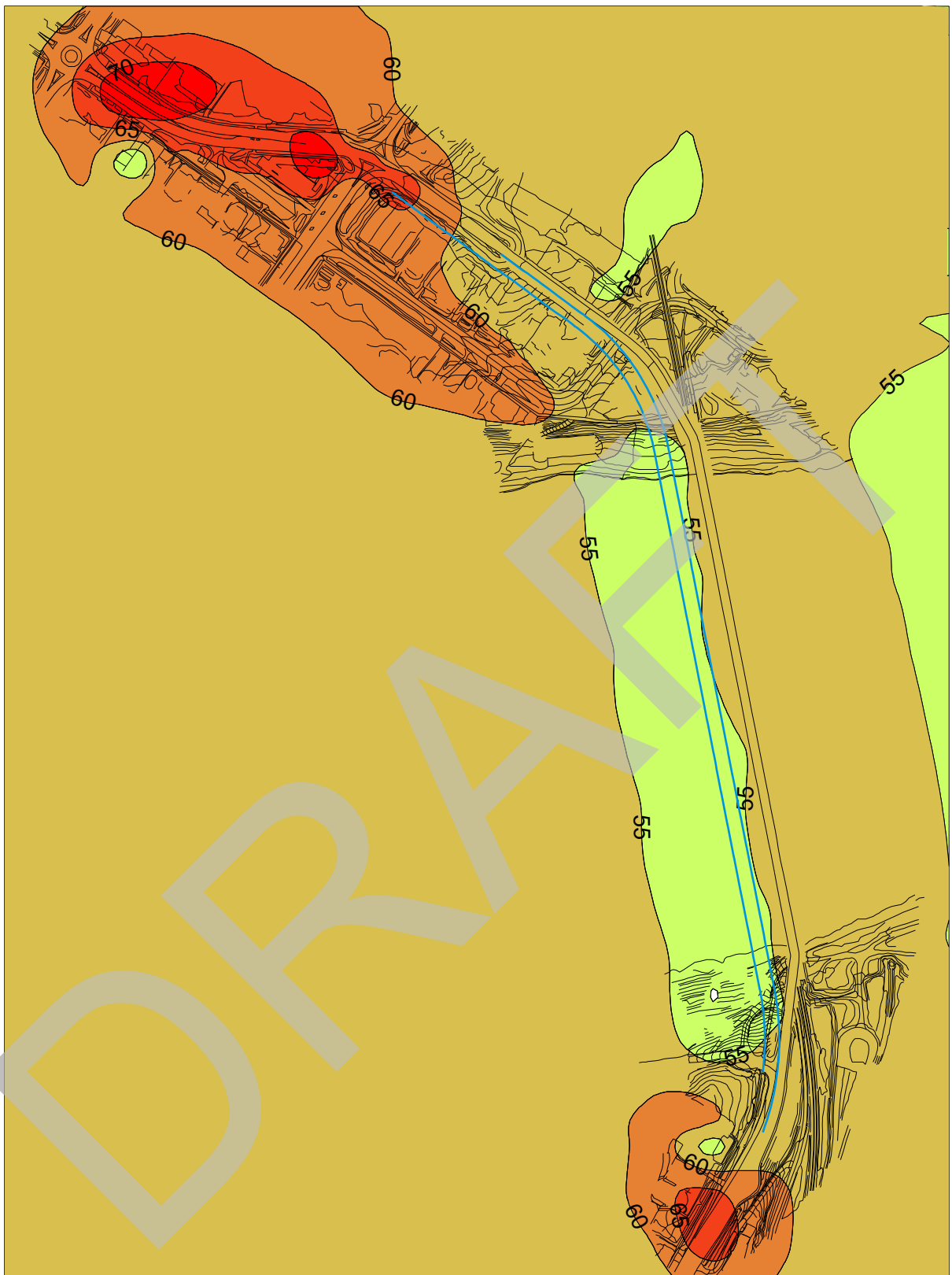


Figure C2 Noise Contours - Option 2A - 2 Lanes - L_{Aeq24}

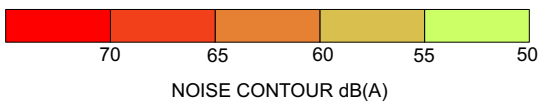
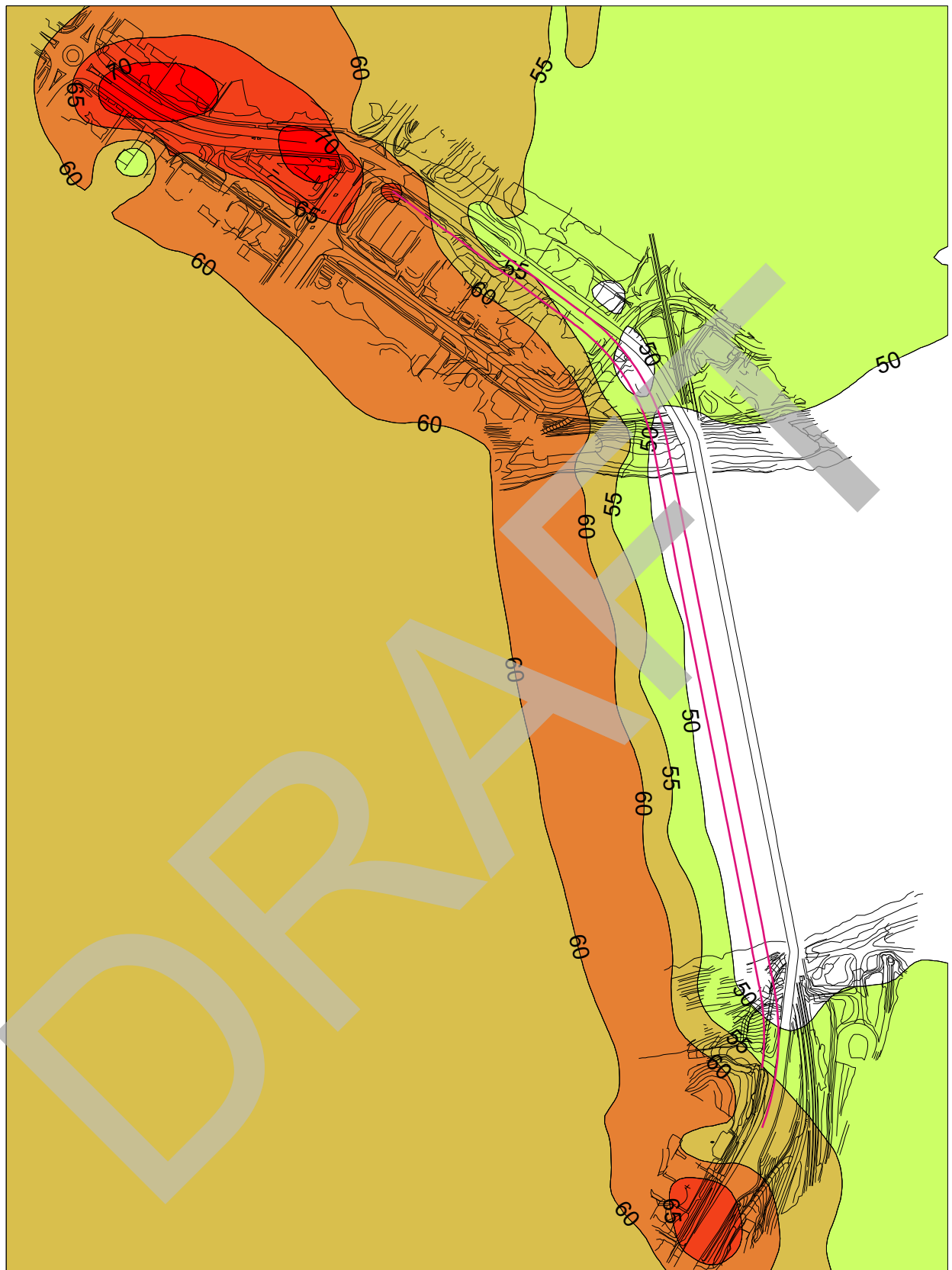
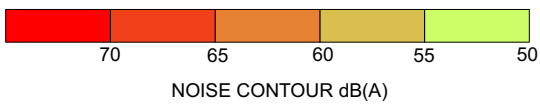
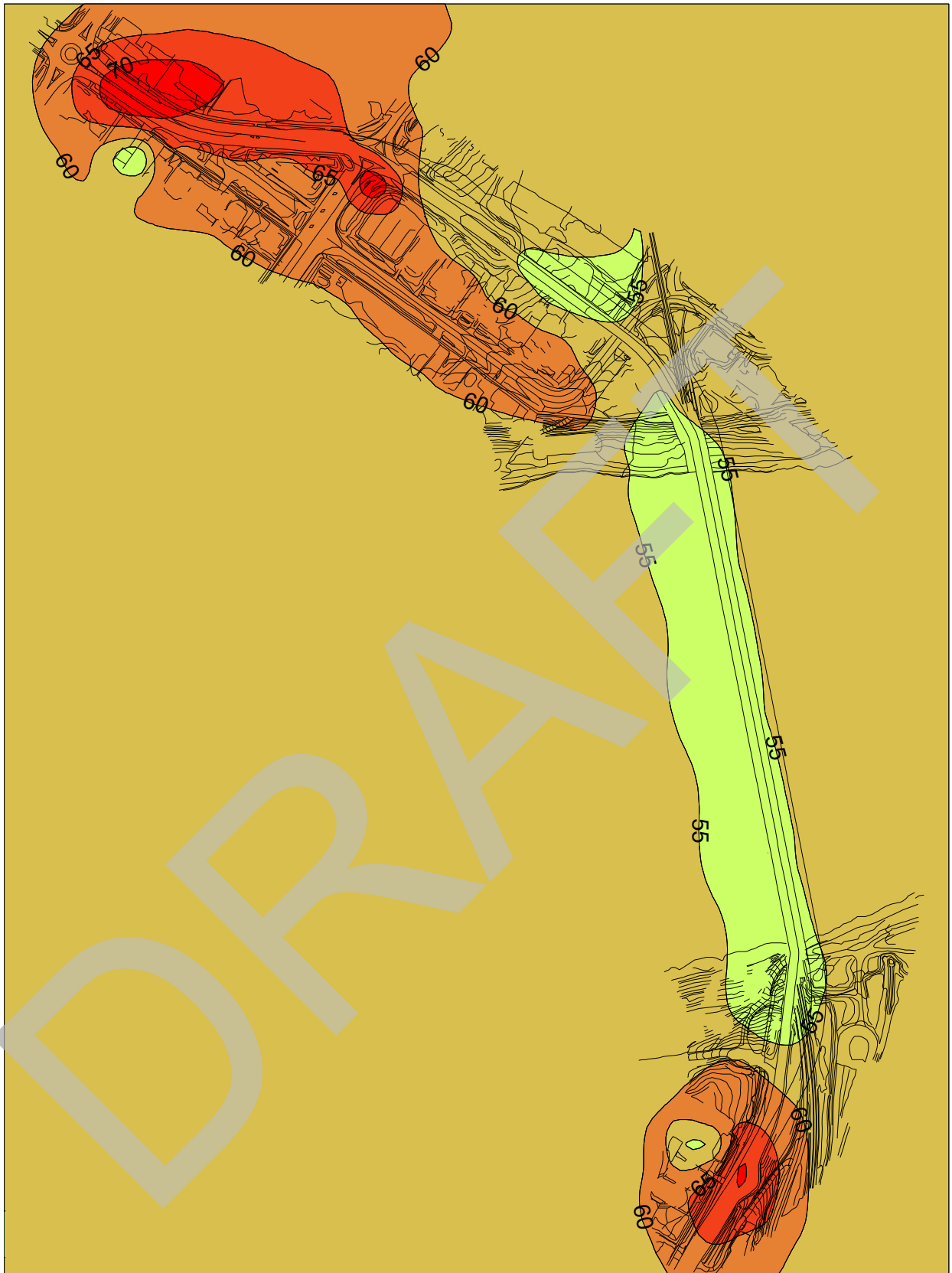


Figure C3 Noise Contours - Option 2A - 4 Lanes - L_{Aeq24}



NOISE CONTOUR dB(A)

Figure C4

Noise Contours - Option 2B - 2 Lanes - L_{Aeq24}

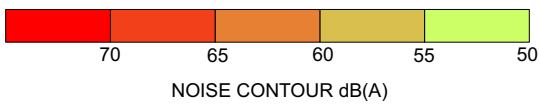
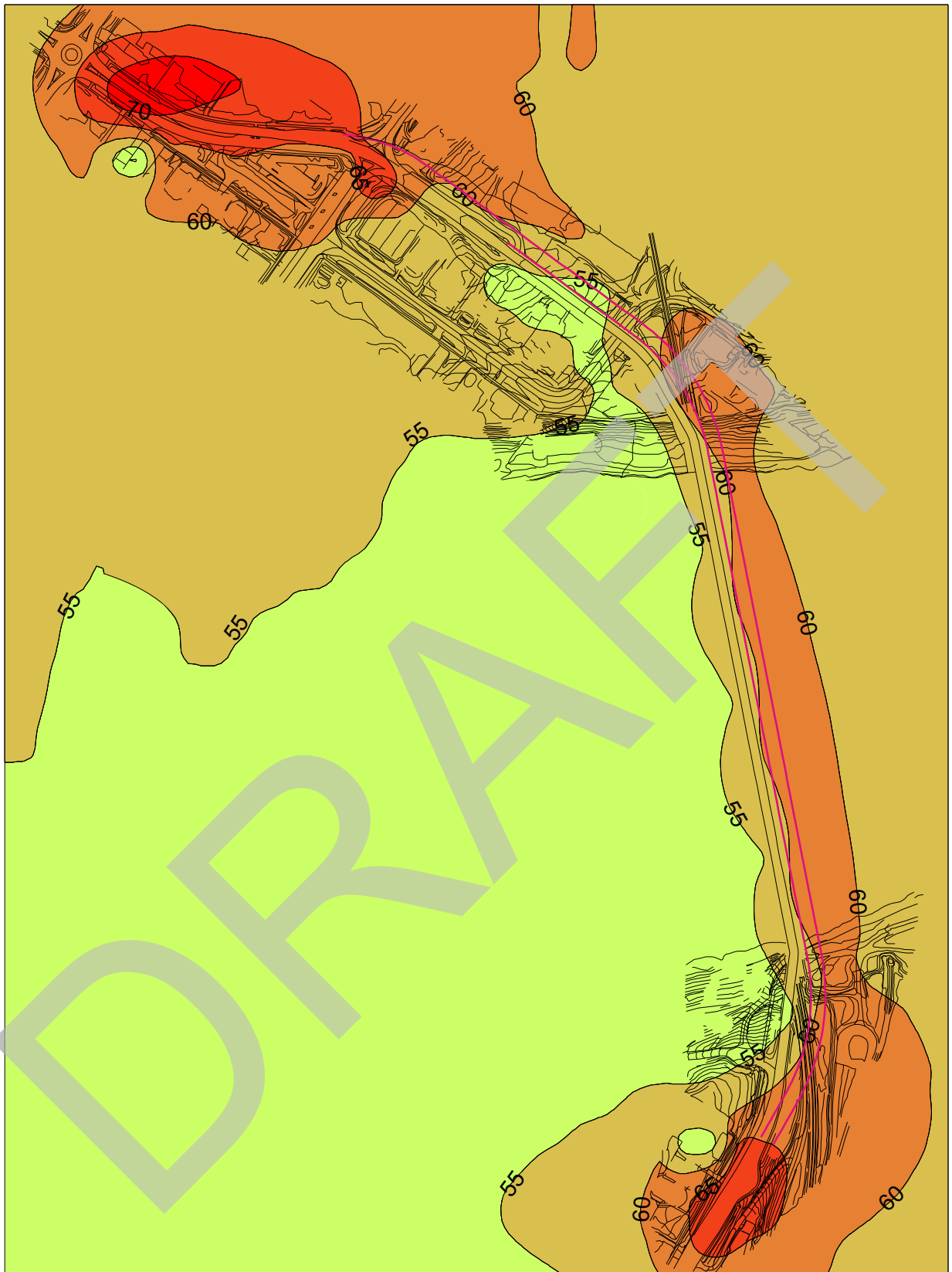


Figure C5 Noise Contours - Option 2B - 4 Lanes - L_{Aeq24}

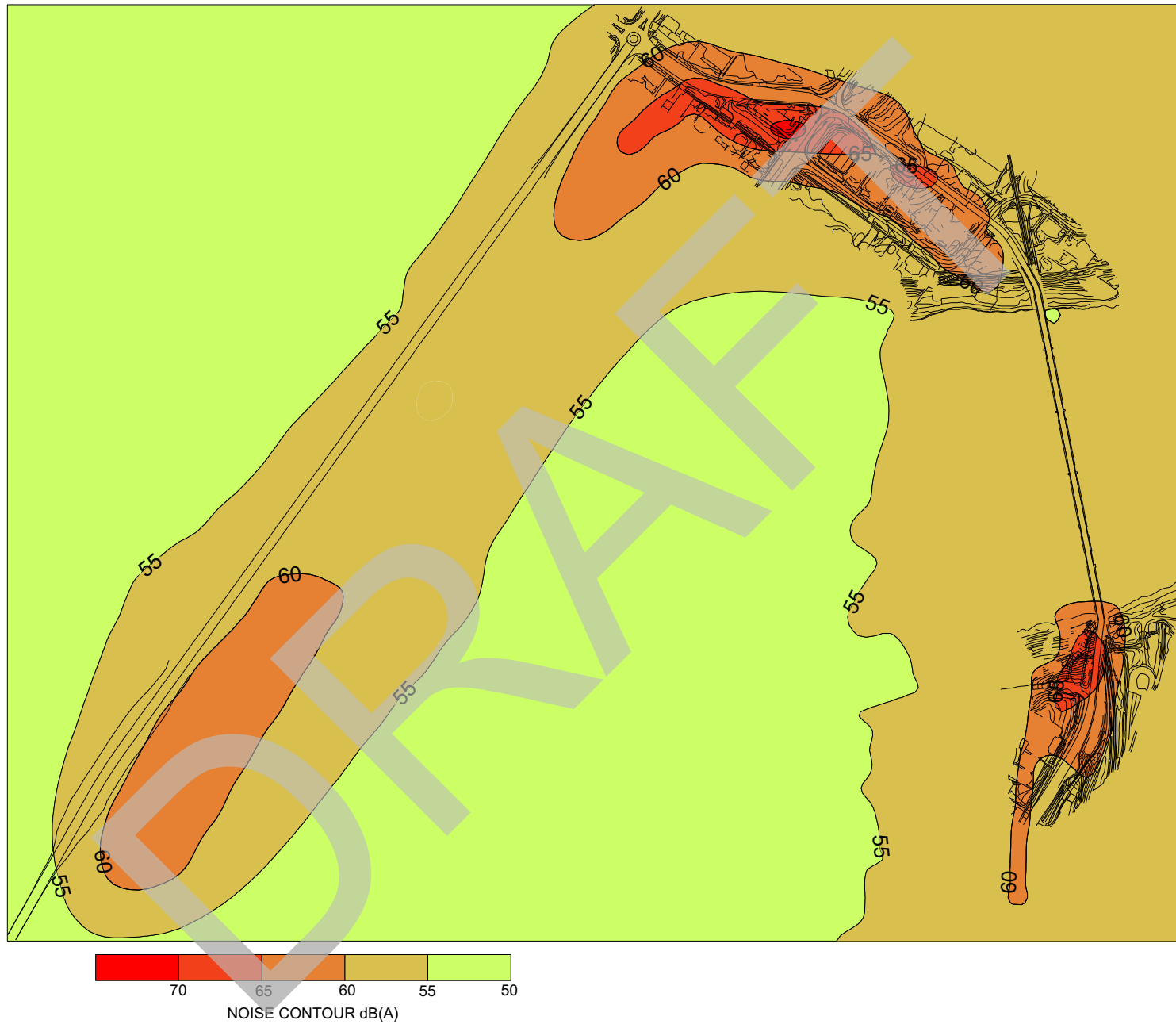
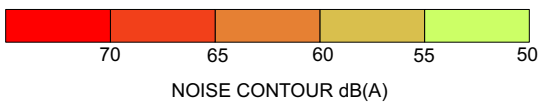
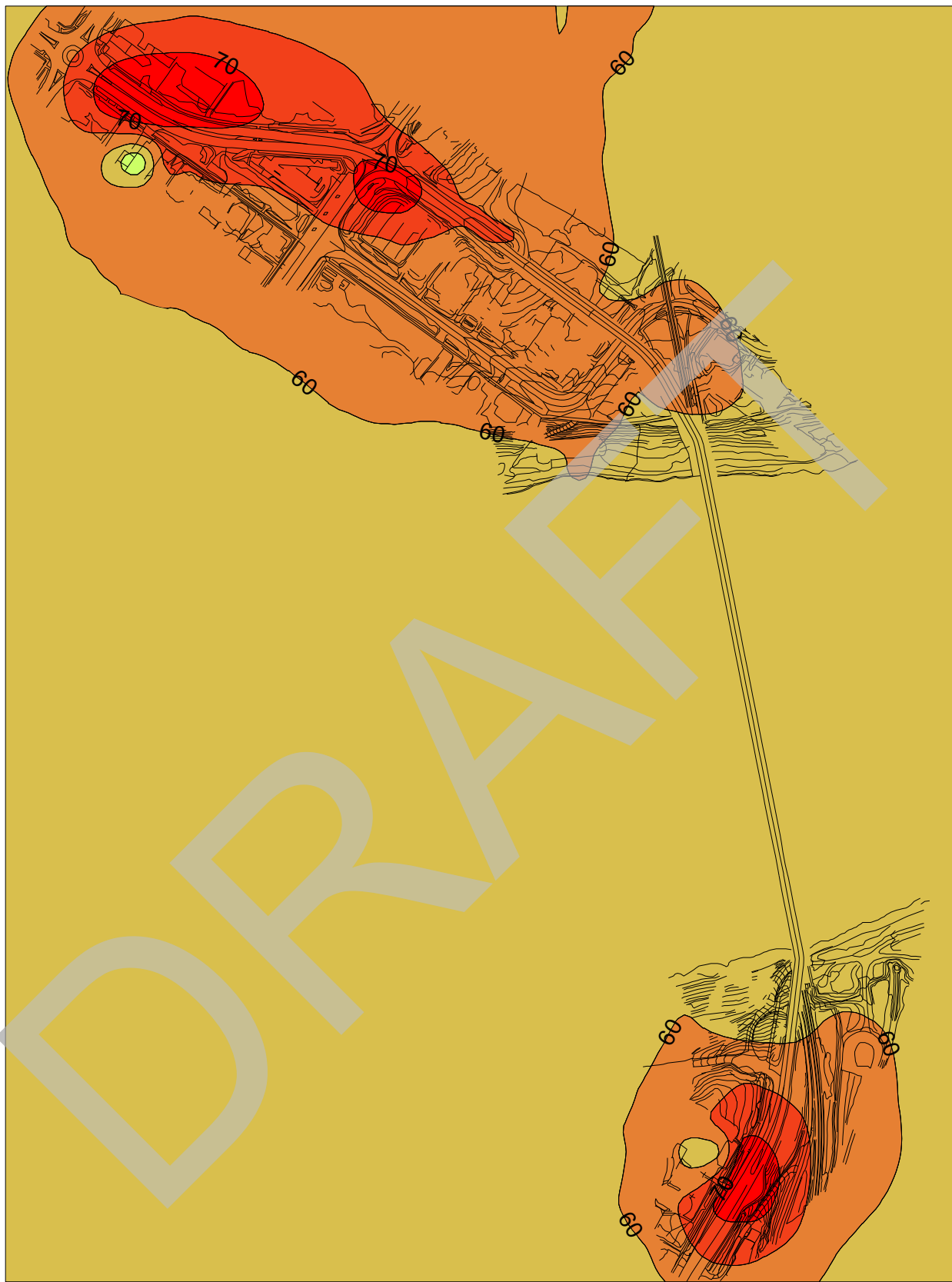


Figure C6 Noise Contours - Option 1 - L_{Aeq24}

Annex D

Traffic Noise Contours -
 L_{Aeq} (1 Hour)

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NOISE CONTOUR dB(A)

Figure D1

Noise Contours - Existing 2003 - L_{Aeq1}

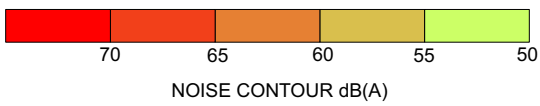
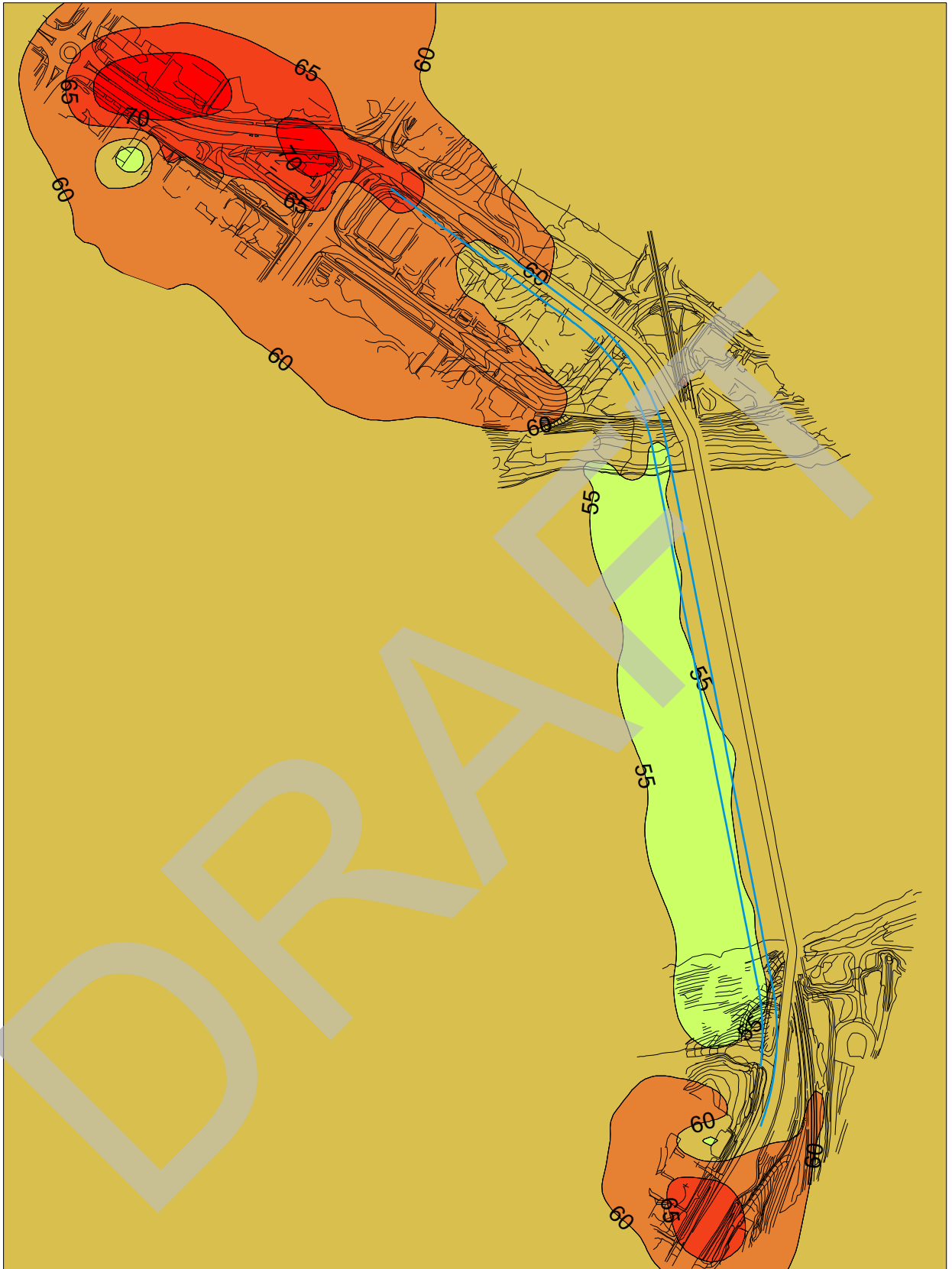
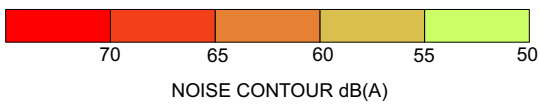
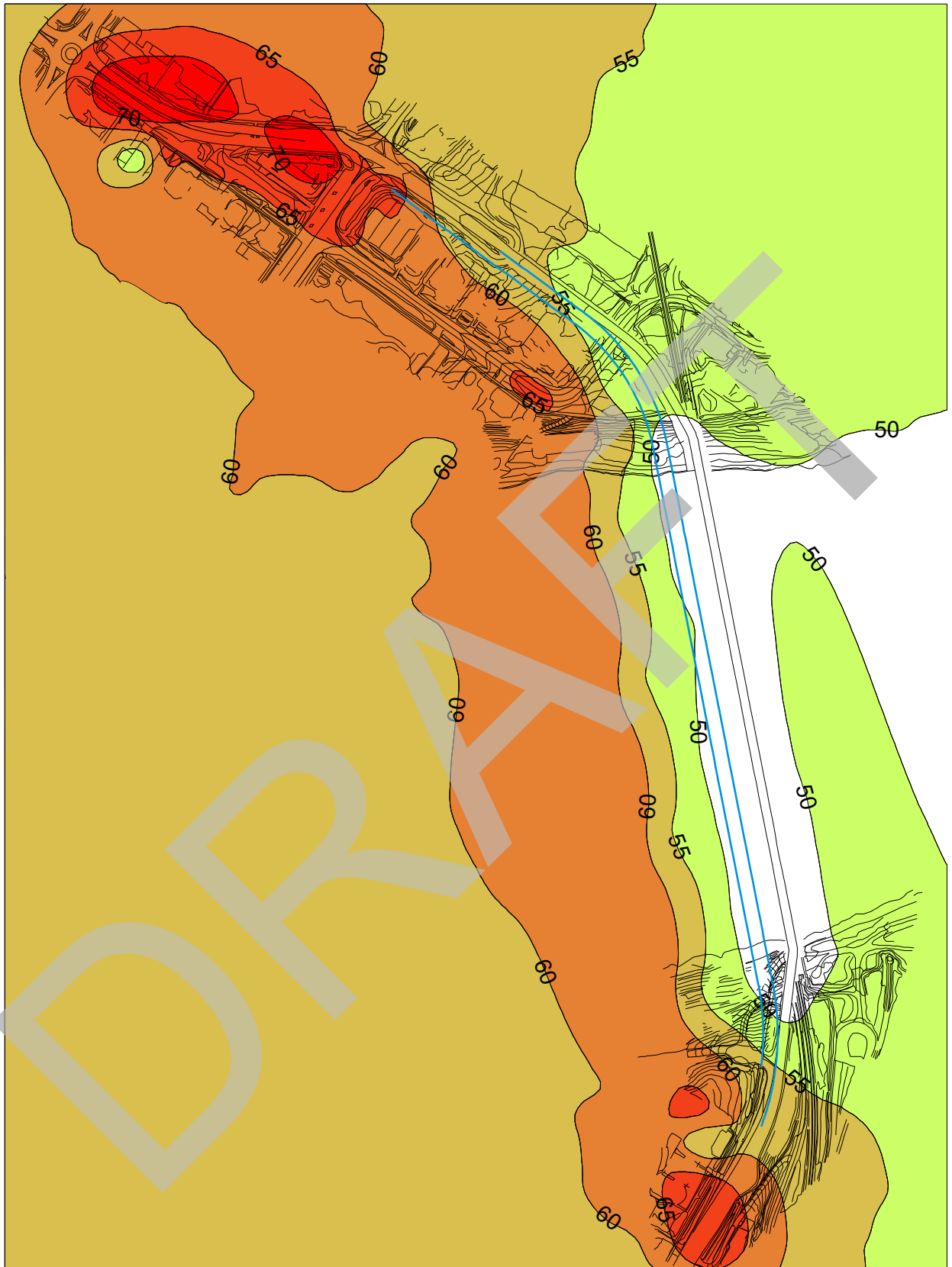


Figure D2

Noise Contours - Option 2A - 2 Lanes - L_{Aeq1}



NOISE CONTOUR dB(A)

Figure D3

Noise Contours - Option 2A - 4 Lanes - L_{Aeq1}

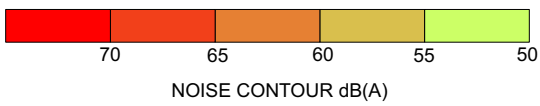
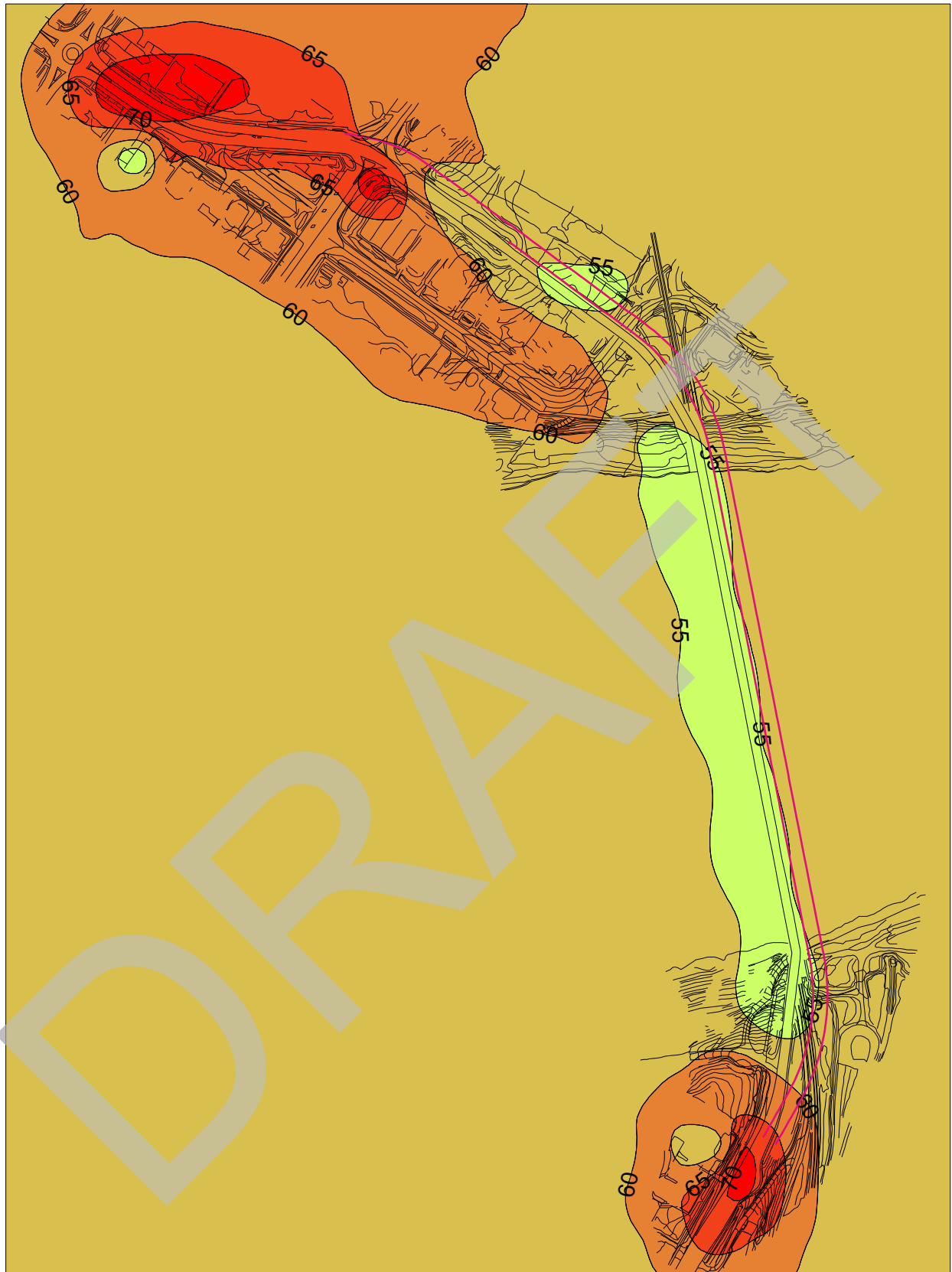


Figure D4

Noise Contours - Option 2B - 2 Lanes - L_{Aeq1}

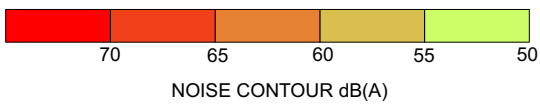
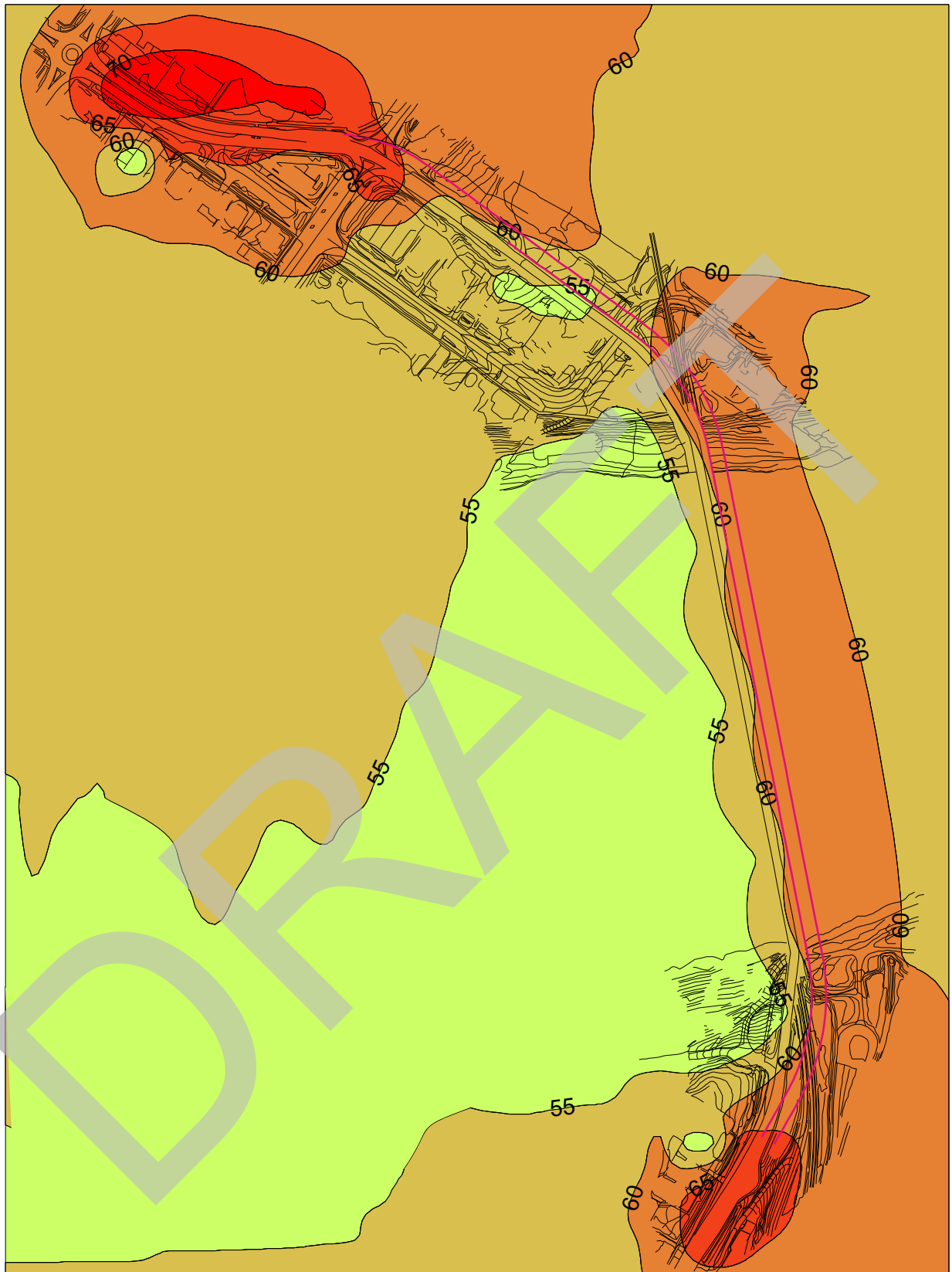


Figure D5

Noise Contours - Option 2B - 4 Lanes - L_{Aeq1}

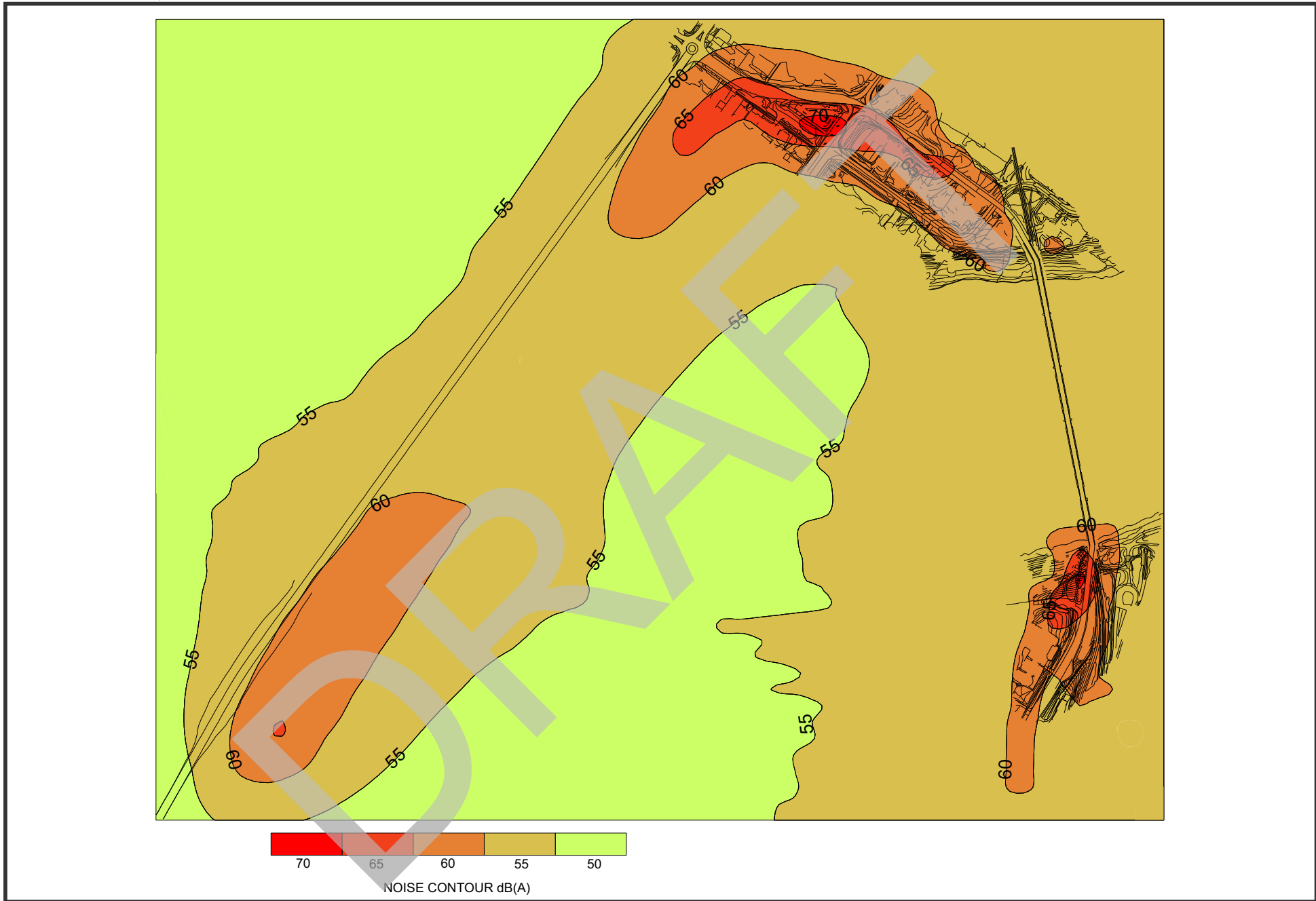


Figure D6 Noise Contours - Option 1 - L_{Aeq1}

Annex E

Traffic Noise Contours -
 L_{Amax}

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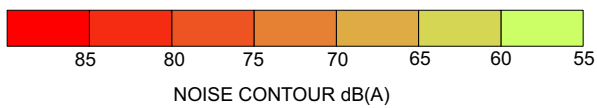


Figure E1

Noise Contours - Existing 2003 - L_{MAX}

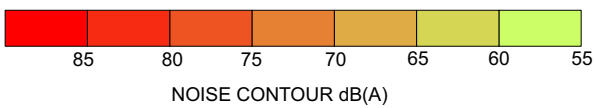


Figure E2

Noise Contours - Option 2A - 2 Lanes - L_{MAX}

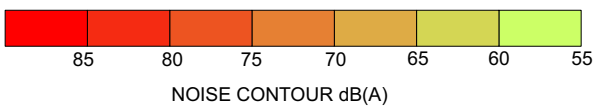
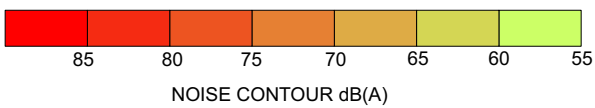
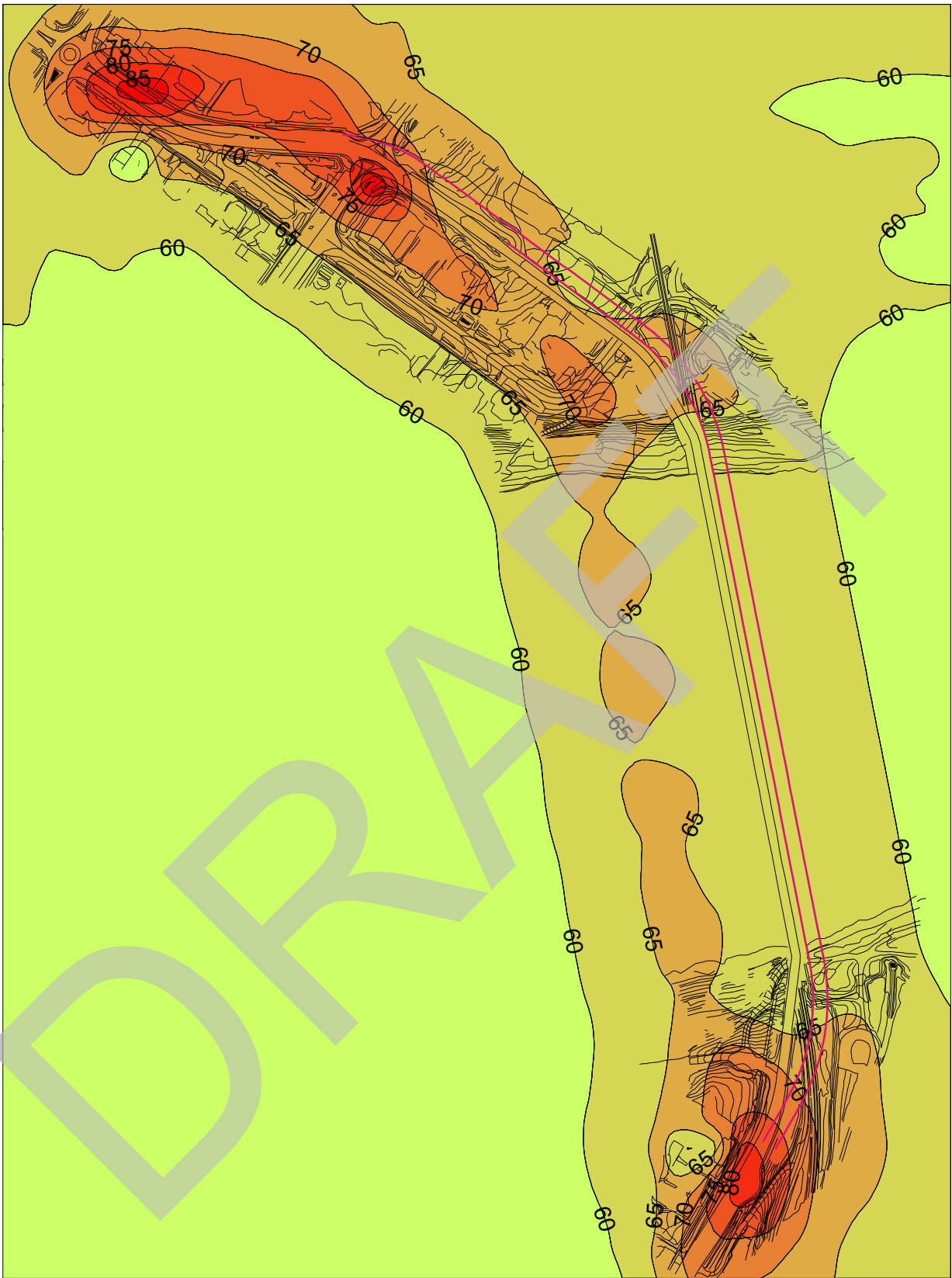


Figure E3

Noise Contours - Option 2A - 4 Lanes - L_{MAX}

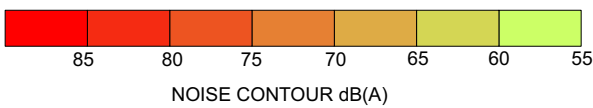
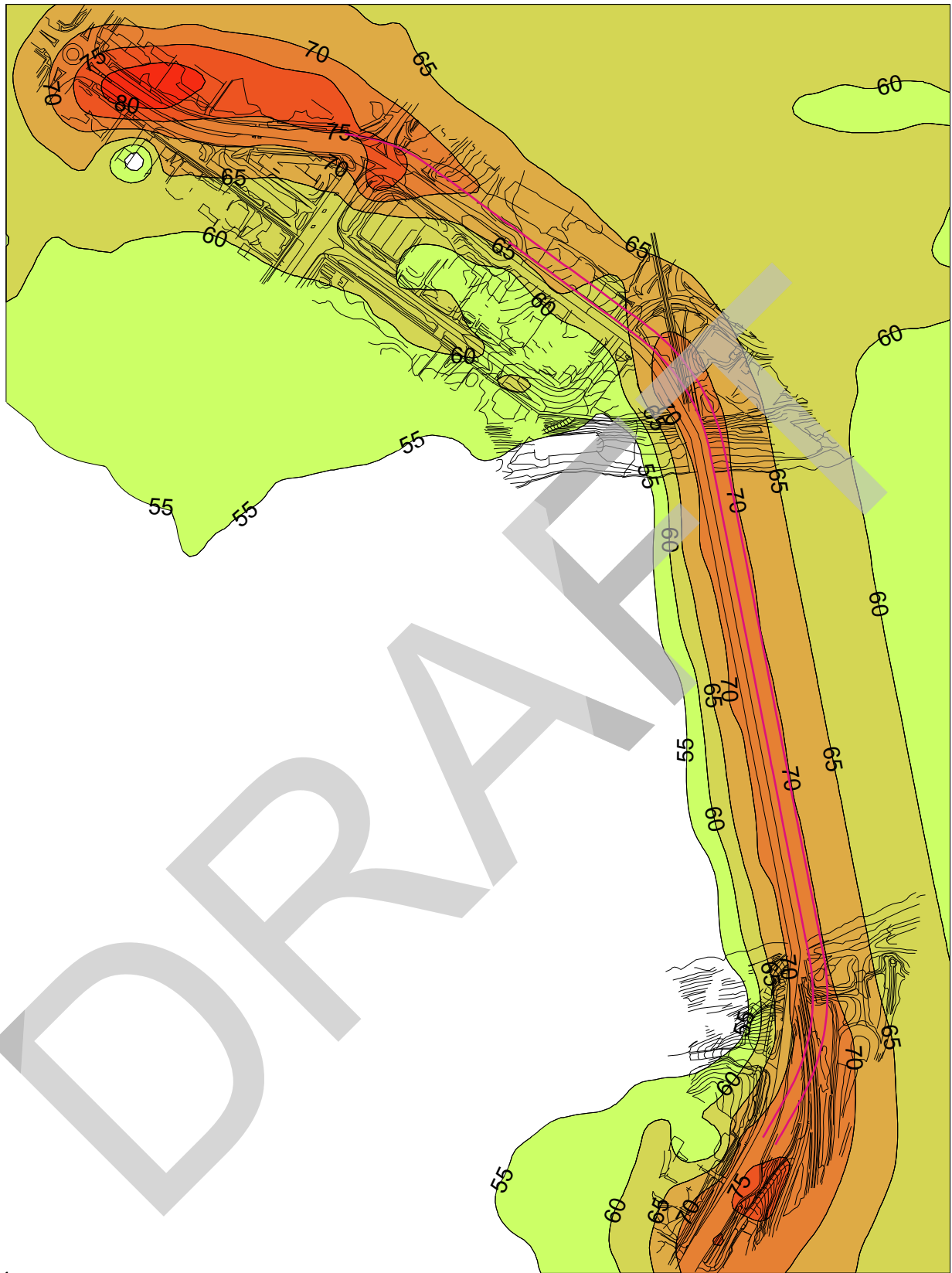


Source: If applicable

Figure E4

Noise Contours - Option 2B - 2Lanes - L_{MAX}





Source: If applicable

Figure E5

Noise Contours - Option 2B - 4 Lanes - L_{MAX}



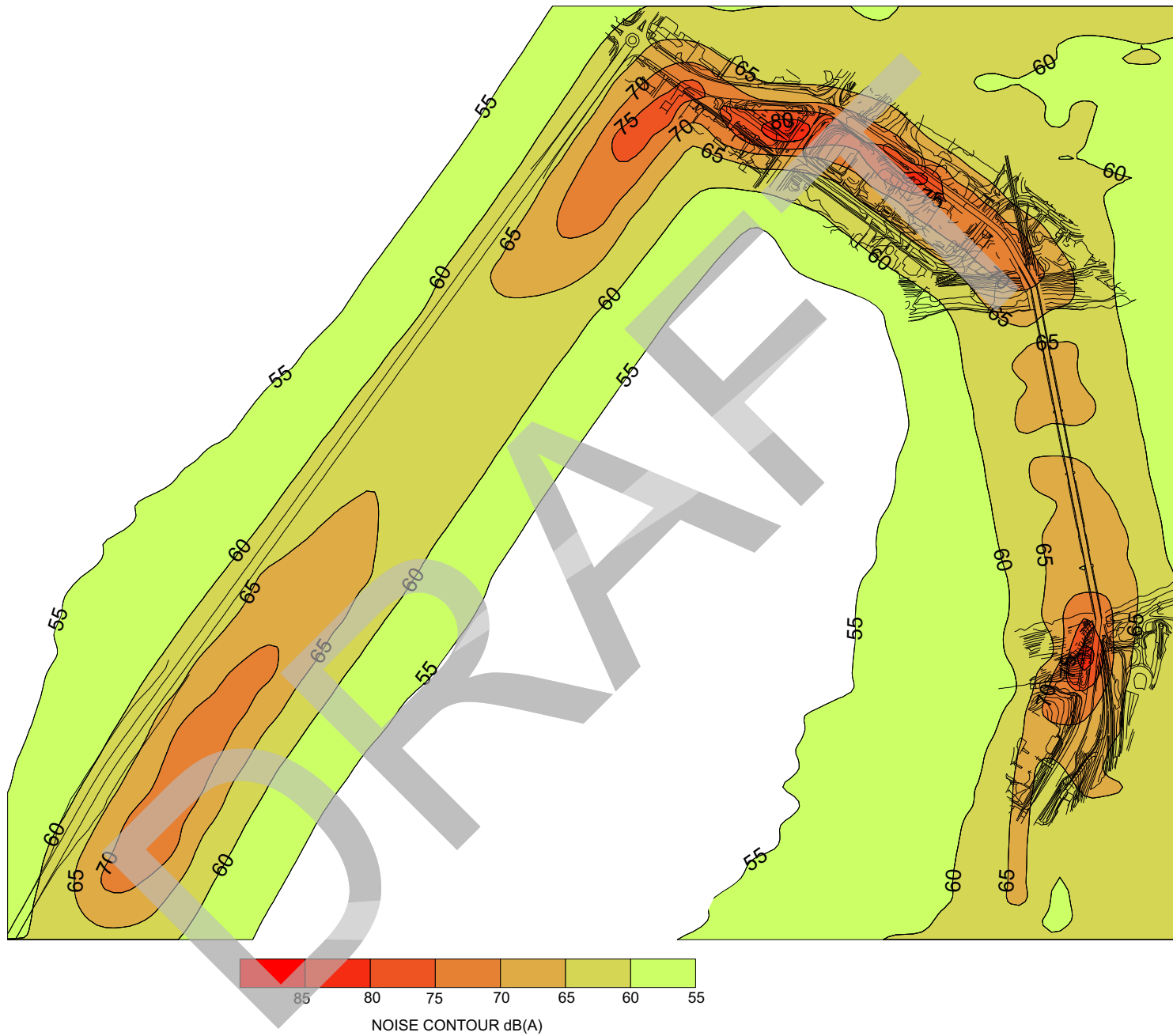


Figure E6

Noise Contours - Option 1 - L_{MAX}