TECHNICAL PAPER

07

Operational noise and vibration (rail)

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

INLAND RAIL - ALBURY TO ILLABO

Technical Paper 7: Operational noise and vibration (rail)
2-0021-210-ESV-00-RP-0002_G

Prepared for:

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SLR

EXECUTIVE SUMMARY

The Proposal

Spanning 1,700km between Melbourne and Brisbane, Inland Rail is the largest freight rail project in Australia. It is broken up in to 13 individual projects across Victoria, New South Wales and Queensland. Each section can be independently delivered and operated. Once operational, Inland Rail will become part of Australian Rail Track Corporation Ltd (ARTC) freight rail network and complete the missing link in Australia's supply chain.

The proposal involves enhancement works to structures and sections of track along 185 kilometres of the existing operational standard gauge railway between Albury and Illabo. Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works would include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level crossing modifications and other associated works.

This Report

This Operational Noise and Vibration Assessment has been prepared on behalf of ARTC to investigate the noise and vibration impacts from railway operations. The enhancement works considered in this assessment with the potential to result in operational noise and vibration impacts on sensitive receivers are those where adjustments to the rail line are proposed.

The assessment presented in this report is based on the Secretary's Environmental Assessment Requirements (SEARs) issued for the A2I project in October 2020. The assessment adopts the noise criteria contained in the Rail Infrastructure Noise Guideline (RING) as trigger levels for impacts. The assessment includes consideration of the existing conditions, an impact assessment, and a cumulative impact assessment of existing and future trains. Recommended mitigation and management measures are identified in response to the impact assessment findings. As the alignment is presently operational, the assessment does not extend to those existing sections of the alignment where no works are proposed, which is consistent with the NSW Rail Infrastructure Noise Guideline.

Rail noise

A detailed noise prediction model for the proposed design and the surrounding environment was developed to assess airborne noise from railway operations on the main line tracks, at level crossings and the crossing loop. The noise prediction model covers a radius of 2 km of the tracks within the enhancement work areas; this area includes 4,128 identified sensitive receivers.

The model adopted a database of noise emission levels for the specific locomotives and wagons proposed. Noise modelling approaches were applied to account for the varying rail noise emissions along the alignment, including the track gradients, train speeds and features such as tight-radius curves and turnouts.

Noise levels for the railway operations were predicted to achieve the airborne railway noise assessment criteria from the RING at the majority of the sensitive receivers.

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The locations where predicted rail noise levels exceed the RING airborne noise criteria consist of: Scots School Albury, seven dwellings in Henty, the Headlie Taylor Header Museum, Yerong Creek Public School, Kildare Catholic College in Wagga Wagga, South Wagga Public School, Junee Baptist Church, Junee North Public School and the Illabo Public School. These exceedances (for years 2025 and 2040) are driven by an increase in daytime L_{Aeq} rail noise levels due to increased rail volumes forecast for the day period (7am to 10pm). Night period L_{Aeq} noise levels are predicted to meet the airborne noise criteria.

The report provides discussion on noise management and mitigation measures that should be considered as part of ARTC's review of feasible and reasonable noise mitigation during the detailed design and construction of the A2I project. The recommended treatment option for all of the triggered buildings is architectural treatments to the buildings. Track-facing yard fencing improvements are also an alternative option at the Henty Yard work area.

ARTC recognises that current rail operations have noise impacts on sensitive receptors adjacent to the railway corridor in locations distinct from the A2I enhancement sites as considered in the noise impact assessment. Additional train movement generated by Inland Rail could result in noise impacts which exceed RING targets. ARTC is committed to managing rail noise and will investigate mitigation measures for instances where modelling indicates that operational activity will exceed the guidelines.

Ground-borne noise and vibration

The ground-borne noise criteria are expected to be met at the majority of the sensitive receivers. At the remaining sensitive receivers at Scots School Albury and dwellings near the Henty Yard work area, the predicted increase in ground borne noise levels at these receivers is less than 3 dBA , therefore the trigger levels are not exceeded at these locations.

Vibration Dose Value (VDV) levels are predicted to be within the human comfort assessment criteria referred to in the NSW Rail Infrastructure Noise Guideline near the enhancement work areas. Peak Particle Velocity (PPV) vibration levels at heritage buildings are not expected to significantly change from levels currently experienced. PPV levels at other buildings and structures are expected to be below the vibration criteria for damage.

Recommendations

Based on the assessment, key recommendations for the management of operational noise and vibration impacts are:

- Review the reasonable and feasible noise and vibration mitigation options discussed in this report during the detailed design and construction stages of the proposal to confirm their ongoing eligibility. Mitigation options consist of at-property architectural treatments for identified sensitive receivers. Any mitigation options proposed for within the rail corridor would need to take into account the constraints associated with modifications within an operational (i.e. brownfield) rail corridor.
- Conduct ground-truthing exercises at the triggered sensitive receivers, to refine the predicted noise levels and provide further detail on the mitigation requirements. This includes façade performance testing at Scots School in Albury.
- Review the noise and vibration prediction models and update predictions during the detailed design of the proposal.

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The operational railway noise and vibration levels will be verified through noise and vibration monitoring once the proposal is operational. ARTC will investigate additional reasonable and feasible mitigation measures where monitored noise and/or vibration levels at sensitive receivers are confirmed to be above adopted railway noise and vibration criteria.

ACRONYMS

Term	Definition
A2I	Albury to Illabo section of Inland Rail
ARTC	Australian Rail Track Corporation
AS	Australian Standard
BS	British Standard
dBA	A-weighted decibel (referenced 20 µPa)
dBV	Vibration expressed as decibels (referenced level 1 nanometers/second)
DEC	Department of Environment and Conservation
DECC	Department of Environment and Climate Change (now NSW EPA)
DIN	Deutches Institut für Normung (German Institute for Standardisation)
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPA	Environment Protection Authority
Hz	Hertz
ISO	International Standards Organisation
Km	Kilometres
Km/h	Kilometres per hour
Km^2	Square kilometres
L_{AE}	The level of noise for an individual event normalised to a 1-second event (Sound Exposure Level), allowing noise events of different duration to be compared.
L_{Aeq}	Equivalent continuous noise level, providing a representation of the cumulative level of noise exposure over a defined period.
$L_{Aeq(15hour)}$	The equivalent continuous noise level for the 15-hour daytime period of 7.00 am to 10.00 pm
$L_{Aeq(9hour)}$	The equivalent continuous noise for the 9-hour daytime period of 10.00 pm to 7.00 am
$L_{Aeq(1hour)}$	The equivalent continuous noise for the busiest 1-hour period.
L_{Amax}	The maximum noise level during the measurement or assessment period. The L_{AFmax} or Fast is averaged over 0.125 of a second and the L_{ASmax} or Slow is averaged over 1-second.
m	Metres
mm	Millimetres
mm/s	Millimetres per second
m/s	Metres per second
NSW	New South Wales
OEH	(former) Office of Environment and Heritage
PPV	Peak Particle Velocity
QLD	Queensland
RING	Rail Infrastructure Noise Guideline

Term	Definition
SEARs	Secretary's Environmental Assessment Requirements
SEL	Sound Exposure Level (see LAE)
TfNSW	Transport for New South Wales
VDV	Vibration Dose Value
Vppv	Vector peak particle velocity, which is the peak particle velocity calculated from the sum of the vibration in three directions; longitudinal, transverse and diagonal.

GLOSSARY OF PROPOSAL TERMINOLOGY

Term	Definition
Active level crossing	Where the movement of vehicular or pedestrian traffic across a railway crossing is controlled using signs or devices such as flashing signals, gates or barriers (or combination of these). The device(s) are active prior to, and during, the passage of the train through the crossing.
Airborne noise	Sound (noise) which travels through the air and commonly describes noise experienced within the outdoor environment.
Ballast	Crushed rock and stone used to provide a foundation for railway track. It usually forms the bed on which railway sleepers are laid, transmits the load from the train movements to the formation and restrains the track from movement.
Bunching and stretching	Wagons can touch from coming together or make a noise when they stretch and pull apart.
Consist	The set of wagons or carriages that form the train.
Continuously welded rail	Continuously welded rail typically contains fewer joints, allowing trains to travel faster on continuously welded steel rails than on jointed rails. The continuously welded rail can reduce noise and vibration emissions from passing trains.
Crossing loop	A place on a single line railway where trains travelling in the opposite direction can pass each other.
Culvert	A structure that allows water to flow under a road, railway, track or similar obstruction.
Feasible	Relates to engineering considerations, what can practically be built (e.g. safety, access, site constraints).
Formation	The earthworks/ material on which the ballast, sleepers and tracks are laid.
Ground-borne noise	Railway vibration in buildings at frequencies typically from about 30 Hz to about 200 Hz, can excite the floors and walls which then radiate a rumbling noise directly into the rooms. This ground-borne (or structure-borne) noise typically only occurs when not masked by the airborne rail noise.
Level crossing	A place where rail lines and a road cross at the same elevation.
Passive level crossing	Where the movement of vehicular or pedestrian traffic across a railway crossing is controlled using signs or devices that are not activated by the approach or passage of a train, relying on the road user or pedestrian to detect the approach or presence of a train by direct observation.
Rail corridor	The corridor within which the rail tracks and associated infrastructure are located. The rail corridor is defined by ARTC as within 15 metres (m) of the outermost rails; or within the boundary fence (where fences are provided and are closer than 15 m). If the property boundary is less than 15 m, the corridor is defined as the property boundary or a permanent structure such as a fence, wall or level crossing separating the operating rail corridor from other land.
Rail dampers	Elements that are attached to the sides of the rails to improve the rail's ability to absorb and dissipate vibration energy that results from the rolling contact between the wheel and rail.

Term	Definition
Rail pads	Rail pads are plastic or rubber mats that are inserted between the rails and the sleepers. Their purpose is to evenly distribute the load from passing trains onto the sleepers. They can also act to reduce noise and vibration emissions from passing trains.
Rating background level	The underlying level of noise present in an area once transient and short-term noise events are filtered out.
Reasonable	Selecting reasonable measures from those that are feasible involves judging whether the overall noise benefits outweigh adverse social, economic and environmental effects, including the cost of the measure.
Rollingstock	All rail vehicles operating on the rail lines.
Rolling noise	Noise emissions from the rolling of the wheels on the rail.
Sensitive receivers	Land uses detailed in railway noise and vibration guidelines which are sensitive to potential noise and vibration impacts, such as residential dwellings, schools and hospitals.
Study area	The assessment of noise and vibration from railway operations adopted a study area comprising approximately 150 km^2 (square kilometres) based on a 2 km (kilometre) distance surrounding either side of the proposed rail alignment.
Track	The structure consisting of rails, fasteners, sleepers and ballast, which sits on the formation.
Turnout	A junction point where a rail vehicle can leave a given track for a branching or parallel track.
Vibration	The movement of particles in a medium, such as the ground soil or a building, which can result from the energy associated with train passbys on the tracks.

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1 Introduction

1.1 Overview

1.1.1 Inland Rail and the Proposal

The Australian Government has committed to delivering a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. Inland Rail is a major national program that will enhance Australia's existing national rail network and serve the interstate freight market.

The Inland Rail route, which is approximately 1,700 kilometres (km) long, involves:

- Utilising the existing interstate rail line through Victoria and southern NSW.
- Upgrading approximately 400 km of existing track, mainly in western NSW.
- Providing approximately 600 km of new track in NSW and south-east Queensland.

Inland Rail has been divided into 13 sections, seven of which are located in NSW. Australian Rail Track Corporation Ltd (ARTC) (the Proponent) is seeking approval to construct and operate the Albury to Illabo section of Inland Rail (the Proposal).

1.1.2 Approval and assessment requirements

The Proposal is State significant infrastructure and is subject to approval by the NSW Minister for Planning under the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act).

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) as part of the environmental impact statement (EIS) for the Proposal. The EIS has been prepared to support the application for approval of the proposal and to address the environmental assessment requirements of the Secretary of the NSW Department of Planning and Environment.

1.2 The Proposal

The proposal involves enhancement works to structures and sections of track along 185 kilometres of the existing operational standard gauge railway between Albury and Illabo to accommodate double stack freight trains up to 1,800 metres long and 6.5 metres high. Enhancement works would be required at 24 discrete locations (enhancement sites) along this section of rail corridor.

1.2.1 Location

The Proposal is generally within the existing rail corridor extending from the town of Albury on the Victorian-NSW border to around three kilometres to the north-east of Illabo. The alignment passes through two major regional towns, Albury and Wagga Wagga, NSW, and several smaller regional towns. Works are proposed at 24 locations along the 'Main South Line' corridor, described as 'enhancement sites' as identified in **Figure 1**.

1.2.2 Key features

The key features of the Proposal include:

- adjustments to approximately 44 kilometres of track to accommodate the vertical and horizontal clearances according to Inland Rail clearance specifications
- changes to bridges and culverts to allow track realignment
- ancillary works, including modifications to drainage and road infrastructure, signalling infrastructure, fencing, signage, and services and utilities.

Construction of the Proposal would require:

- construction compounds, laydown areas and other areas needed to facilitate construction works
- temporary changes to the road network, including roads closures to undertake works on road bridges and level crossings
- other ancillary works.

No additional works would be required outside the enhancement sites identified in **Figure 1**. as they meet the clearance requirement for the Inland Rail Program.

The enhancement works considered in this assessment with the potential to result in operational noise and vibration impacts on sensitive receivers are those where adjustments to the rail line are proposed. Track work is proposed at 14 of the 24 'enhancement work areas' along the existing rail alignment. The other 10 works areas consist modifications to road bridges, pedestrian bridges, etc and therefore do not involve modifications to the rail line.

1.2.3 Railway operations

The Proposal would form part of the rail network managed and maintained by ARTC. Train services would be provided by a variety of operators. Inland Rail would involve operation of the enhanced rail infrastructure, to accommodate double stacked freight trains up to 1,800 metres long and 6.5 metres high. Train speeds would vary according to axle loads, ranging from 80 to 105 km/h for freight services within the assessed work areas (and ranging from 60 to 115 km/h at locations outside of the assessed work areas).

The services expected to use the enhanced alignment would be a mix of grain, bulk freight and passenger services. The bulk freight traffic would include new Express and Super-freighter services that would enable the use of double stacked trains along the entire length of Inland Rail. Train numbers vary on sections of the track between Albury and Illabo due to different services operating. North of Junee there are currently up to 12 freight movements per day. In 2025, this would increase up to 18 freight trains per day, further increasing up to 20 freight trains per day by 2040. There are two less grain trains per day south of Junee. There are 6 V-Line passenger trains travelling from Victoria which terminate at Albury Station per day and 4 Sydney to Melbourne XPT services per day passing through the project. Details of train type along the project are shown in **Table 13**, **Table 14** and **Table 15** for current, 2025 and 2040 operations respectively.

Figure 1 Overview of the Proposal

1.3 Purpose and scope of this report

The purpose of this report is to assess the potential noise and vibration impacts from the railway operations of the Proposal and:

- Address the relevant Secretary's Environmental Assessment Requirements (SEARs) listed in Section **3.1**.
- Describe the existing environment with respect to railway noise and vibration sensitive receivers and the existing ambient and background noise levels.
- Assess the potential noise and vibration impacts from the railway operations of the Proposal at sensitive receivers, including the daily rail traffic and the operation of rail infrastructure.
- Recommend reasonable and feasible measures to mitigate and manage the impacts identified.

As the alignment is presently operational, the assessment does not extend to those existing sections of the alignment where no works are proposed, which is consistent with the NSW Rail Infrastructure Noise Guideline. ARTC recognises that current rail operations have noise impacts on sensitive receptors adjacent to the railway corridor in locations distinct from the A2I enhancement sites as considered in the noise impact assessment. Additional train movement generated by Inland Rail could result in increased noise levels. ARTC is committed to managing rail noise and will investigate reasonable and feasible mitigation measures.

This report is specific to railway operations on the Proposal. The noise and vibration impact assessment for the construction works, road transport and stationary (fixed) infrastructure is detailed in *Technical Paper 6 - Noise and vibration (non-rail)*.

1.4 Report limitations

The findings of this report are based on the current design and may change as the Proposal design progresses. Should the final design or conditions vary from the basis of this assessment, the noise and vibration levels and associated impacts may differ from the reported findings.

Concept mitigation measures for railway noise and vibration have been presented in this assessment based on the adopted assessment criteria, identified sensitive receivers and the predicted noise and vibration emissions associated with the proposed future railway operations of the Proposal.

As the Proposal progresses through its detailed design and construction phases a final set of mitigation measures will be developed by ARTC. This is expected to require further assessment of railway noise and vibration and the monitoring of railway noise and vibration at the commencement of the Inland Rail program.

The design of the Proposal has been evolving throughout the preparation of the EIS to respond to constraints and feedback from the community and government agencies. The design modelled in this report reflects the design at the time of assessment, and amendments will be assessed as the design progresses.

2 Description of the railway infrastructure

2.1 Overview

The Proposal has been developed in response to environmental, engineering and social constraints. The design objective is to minimise environmental and social impacts, minimise disturbance to existing infrastructure and utilities, meet the engineering design criteria and realise the benefits of Inland Rail.

The key components of the Proposal are

- adjustments to approximately 44 kilometres of track to accommodate the vertical and horizontal clearances according to Inland Rail clearance specifications, comprising:
    - realignment of track within the rail corridor at 14 enhancement sites
    - lowering of track up to 1.6 metres at three enhancement sites
- changes to bridges and culverts at enhancement sites to allow track realignment as follows:
    - replacement of two road bridges and adjustments to adjoining intersections
    - replacement of three shared user bridges
    - demolition of two redundant pedestrian bridges
    - modifications to four rail bridges
    - adjustments to nine level crossings
- ancillary works, including modifications to drainage and road infrastructure, signalling infrastructure, fencing, signage, and services and utilities.

The works are divided into 24 'enhancement work areas' along the existing rail alignment, which are grouped into four packages. Some of the enhancement work areas consist of road bridge or pedestrian bridge changes; 14 of the work areas include adjustments to the rail line.

The enhancement works considered in this assessment with the potential to result in operational noise and vibration impacts on sensitive receivers consist of 14 'enhancement work areas' along the existing rail alignment which are grouped into four packages (the other 10 works areas for the project do not involve adjustments to the rail line). The locations of these enhancement work areas are as follows:

- Albury Yard clearances
- Riverina Highway Bridge
- Billy Hughes Bridge
- Culcairn Yard clearances
- Henty Yard clearances
- Yerong Creek Yard clearances
- Uranquinty Yard clearances
- Pearson Street Bridge
- Wagga Wagga Yard clearances

- Bomen Yard clearances
- Harefield Yard clearances
- Junee Yard clearances
- Olympic Highway underbridge
- Junee to Illabo clearances

2.2 Crossing loops

Crossing loops enable a train to move from the main line track and allow another train to pass through on the main track. The crossing loop is used to manage train movements on the network, such as trains travelling in the opposite direction or trains travelling at different speeds.

In operation, one train enters the crossing loop through one of the turnouts and idles at the other end, while the opposing train continues along the mainline track to pass the now stationary train. The time required to complete the crossing typically ranges from 10–15 minutes to up to an hour.

The enhancement work areas include existing crossing loops in the following project areas: Albury Yard, Riverina Highway, Culcairn Yard, Bomen Yard, Harefield Yard and Junee Yard.

2.3 Level crossings

Level crossings are constructed where the railway line and a road cross at the same level. For safety purposes, some level crossings may require alarm bells and a requirement for all trains to sound the horns as they approach each level crossing. There are two types of level crossing on the Proposal:

- Passive – have static warning signs (e.g. stop and give way signs) that are visible on approach. There are no mechanical aspects or light devices.
- Active – flashing lights and audible alarm bells with or without boom barriers for motorists, and automated gates for pedestrians. These devices are activated prior to and during the passage of a train through the levels crossing.

The following existing level crossings will be modified to accommodate other changes in the rail corridor:

- Plunkett Street, Yerong Creek (LX622)
- Dampier Street (existing, closed)
- Sladen Street, Henty (LX625)
- Waterworks Road, Wantinool (LX606)
- Yarragundry Street, Uranquinty (LX616)
- Shire and Carter access road (LX605)
- Brabins Road, Illabo (LX604)
- Olympic Highway, Illabo (LX 603)

Other existing level crossings within the A2I project area will remain unchanged.

3 Environmental impact assessment requirements

3.1 SEARs and referenced publications

The Secretary's Environmental Assessment Requirements (SEARs) for the A2I project were issued on 14 October 2020 by the (then) DPIE. The key requirements which relate to noise and vibration from the operation of the A2I project are provided in **Table 1** along with a reference for where each requirement has been addressed in this report (where relevant).

Table 1 SEARs for operational railway noise and vibration

Key issue and desired performance outcome	Assessment requirements relevant to noise and vibration	Where addressed in this report
5. Noise and Vibration Construction noise and vibration (including airborne noise, ground-borne noise and blasting) are effectively managed to minimise adverse impacts on acoustic amenity. Increases in noise emissions and vibration affecting nearby properties and other sensitive receivers during operation of the project are effectively managed to protect the amenity and well-being of the community. Increase in noise emissions and vibration affecting environmental heritage as defined in the Heritage Act 1977 during operation of the project are effectively managed.	1. Construction and operational noise and vibration impacts in accordance with relevant NSW noise and vibration guidelines. 2. The assessment of construction noise and vibration must address: (a) the nature of construction activities and related noise characteristics; (b) the intensity and duration of noise (both air and ground borne) and vibration impacts. This must include consideration of extended construction impacts associated with ancillary facilities (and the like) and construction fatigue; (c) the identification and nature of receivers, existing and proposed, during the construction period; (d) the structural integrity and heritage significance of items (including Aboriginal places and items of environmental heritage); (e) the impact of construction and rail traffic on nearby road infrastructure including roads, bridges, culverts and road side furnishings; (f) the nature of the impact and the sensitivity of receivers and level of impact including for out of hours works; (g) the need to balance timely conclusion of noise and vibration-generating works with periods of receiver respite, and other factors that may influence the timing and duration of construction activities (such as traffic management); (h) noise impacts of out-of-hours works (including utility works and works associated with the SSI including those undertaken under another assessment pathway), possible locations where out-of-hours works would be undertaken, the activities that would be undertaken, the estimated duration of those activities and justification for these activities in terms of the *Interim Construction Noise Guideline* (DECC, 2009); (i) sleep disturbance (including the number of noise-awakening events); (j) a cumulative noise and vibration assessment inclusive of impacts from the proposal, including concurrent construction activities within the proposal and the construction of other relevant development in the vicinity of the proposal; (k) details and analysis of the predicted effectiveness of mitigation measures to adequately manage identified impacts, including impacts as identified in (h), (l) any potential residual noise and vibration impacts following application of mitigation measures; and (m) a description of how receiver feedback received during the preparation of the EIS has been taken into account (and would be taken into account post exhibition of the EIS) in the design of mitigation measures, including any tailored mitigation, management and communication strategies for sensitive receivers	Airborne noise: **Sections 6, 6.2.8** and **0** (airborne noise) Ground-borne noise and vibration: **Sections 7** and **8** (ground-borne noise and vibration). Construction noise and vibration: TP6 - Noise and Vibration (Non-Rail) Road traffic noise: TP6 - Noise and Vibration (Non-Rail)
5. Noise and Vibration (continued)	3. If blasting is required, demonstration that blast impacts can comply with current guidelines.	No blasting is required for construction of the project.

Source NSW Department of Planning, Industry and Environment, SEARs: Inland Rail – Albury to Illabo SSI 10055, 14/10/2020

Based on the requirements of the SEARs, the assessment of noise and vibration from railway operations was undertaken with consideration to the publications listed in **Table 2**.

Table 2 Referenced noise and vibration guidelines

Document	Publisher	Application in the assessment
NSW Rail Infrastructure Noise Guideline (NSW RING), 2013.	NSW Environment Protection Authority (NSW EPA)	• Airborne noise assessment criteria for railway infrastructure projects. • Ground-borne vibration assessment criteria for railway infrastructure projects. • Ground-borne noise assessment criteria for railway infrastructure projects. • Guidelines for the measurement, prediction and mitigation of railway noise.
Assessing Vibration: a technical guideline, 2006.	(former) NSW Department of Environment and Conservation	• Establishment of assessment criteria for ground-borne vibration. • Assessment methodologies for ground-borne vibration.
Development near rail corridor and busy roads – Interim guideline. NSW DoP, 2008	NSW DPIE	• Whilst included in the SEARs, this guideline does not apply to proponents of new or redeveloped rail infrastructure.
German Standard DIN 4150-3: Structural vibration – effects of vibration on structures ,2016.	German Institute for Standardisation	• Establishment of assessment criteria for ground-borne vibration impacts to structures.
British Standard BS 5228.2-200/2014: Code of practice for noise and vibration control on construction and open sites – Part 2: vibration, 2014.	British Standards	• Establishment of assessment criteria for ground-borne vibration impacts to sites of heritage significance.
British Standard BS 7385-2:1993 Evaluation and measurement for vibration in buildings, 1993.	British Standards	• Establishment of assessment criteria for ground-borne vibration impacts to sites of heritage significance.

Source NSW Department of Planning and Environment SEARs – Inland Rail Project Illabo to Stockinbingal (SSI 9406) 30 April 2021.

3.2 Airborne noise

The most common form of noise experienced by people is termed 'airborne noise', indicating the noise travels through the air between the source, such as a railway, and the receiver. This is the primary form of noise that occurs adjacent to above ground level railway tracks. Guidelines for the identification and assessment of airborne noise from railway operations are discussed below, including the airborne noise criteria applied by ARTC for the assessment and management of railway noise from the Proposal.

The NSW Rail Infrastructure Noise Guideline (RING) has been used to assess (airborne) noise from the railway operations on the Proposal. Noise from railways and railway infrastructure covered under the RING includes:

- Train movements during the daytime and night-time, which includes noise from the propulsion of the rolling stock (usually diesel or electric locomotives) and wheel-rail noise associated with trains running on the tracks.
- The influence of specific track features such as bridges, tight-radius curves, turnouts and crossings.

- Level crossing bells/alarms at road intersections and the use of train horns as safety and warning devices.

Where rail noise levels are predicted to be above the trigger levels, the project should investigate feasible and reasonable noise mitigation measures to minimise the impacts.

The RING requires noise to be assessed at project opening and for a future design year which is typically ten years after opening. For this project, including the A2I project, ARTC has determined the assessment year for project opening to be 2025 and the design year as 2040.

The A2I project includes Inland Rail operations within an existing rail corridor, where a number of discrete sections require redevelopment to accommodate the planned Inland Rail consists and movements. For rail noise, the designated areas of redevelopment are discussed in **Table 3.**

Table 3 Rail noise assessment project areas

A2I Project Section	Location	Chainage	Key factors
Albury Yard Track Slewing	Project alignment through Albury Yard	645500 to 646500	Within the Albury yard a loop line will be relocated behind the signal box to respect heritage values and create horizontal clearance. The alignment in this section consists of the Mainline and a Loop, with realignment of the loop and siding tracks.
Riverina Highway Bridge	Project alignment under the Riverina Highway in Albury	644930 to 645190	Redeveloped alignment passing under the Riverina Highway Overbridge. The redeveloped area spans approximately 600 m of the A2I alignment. The alignment in this section consists of the Mainline and a Loop, with an existing turnout included in the redeveloped section to the north of the Riverina Highway.
Billy Hughes Bridge	Project alignment under the Olympic Highway, 4 km north of Albury	634730 to 635100	Redeveloped alignment passing under the Billy Hughes Overbridge. The redeveloped area spans approximately 500 m of the A2I alignment.
Culcairn Yard Track Slew	Project alignment through Culcairn Yard	596340 to 596820	Realignment of the loop line through Culcairn Yard approximately 120m north of the Balfour Street level crossing.
Henty Yard Track Slew	Project alignment through Henty Yard	580040 to 580600	Realignment of the main line through Henty Yard. Realignment includes the Sladen Street level crossing. The alignment includes an existing turnout at the northern extent of the works area.
Yerong Creek Yard Track Slew	Project alignment through Yerong Creek Yard	564200 to 565410	Realignment of the main line through Yerong Creek Yard. Realignment includes the Cole/Plunkett Street level crossing.
Uranquinty Yard Track Slew	Project alignment through Uranquinty Yard	535250 to 536450	Realignment of the main line through Uranquinty Yard. Realignment includes the Yarragundry Street level crossing, and the existing overbridge over Sandy Creek.

A2I Project Section	Location	Chainage	Key factors
Pearson Street Bridge	Project alignment under Pearson Street in Turvey Park, Wagga Wagga	523230 to 523750	Redeveloped alignment passing under the Pearson Street Overbridge. The redeveloped area spans approximately 340 m of the A2I alignment.
Wagga Wagga Yard section 1	Project alignment under Edmondson Street in Wagga Wagga	521280 to 521520	Redeveloped alignment of the main line in the Wagga Wagga Yard. The redeveloped area spans approximately 200 m of the A2I alignment.
Wagga Wagga Yard section 2	Project alignment through Wagga Yard	520600 to 521280	Realignment of the main line in Wagga Wagga Yard. The realignment also includes the removal of turnouts to facilitate the works.
Bomen Yard Track Slew	Project alignment through Bomen Yard	513320 to 514600	Realignment of the main and loop lines through Bomen Yard. The existing turnout onto the loop line is not impacted. The realignment also included the renewal of the non-operational Dampier Street level crossing to ballasted track for both lines.
Harefield Yard Track Slew	Project alignment through Harefield Yard	497350 to 498490	Realignment of the loop line through Harefield Yard. The existing turnouts onto the main line are not impacted.
Junee Yard Track Slew	Project alignment through Junee Yard	485240 to 486120	Realignment of the loop line through Culcairn Yard approximately 100m north of Cox Street.
Olympic Highway Bridge	Project alignment over Olympic Highway in Junee.	483740 to 484420	Redeveloped alignment at the Olympic Highway underbridge which would see the dual track transition to single track across the bridge with a turnout approximately 500m north of the bridge to return to a dual track configuration.
Junee to Illabo track Slew	Project alignment 2.5 km east of Junee to Illabo.	465220 to 480670	Realignment of approximately 15 km of the dual track between Junee and Illabo. Realignment also includes the removal of a crossover between the main northern and main southern line through Illabo.

3.2.1 Residential receivers

The applicable airborne noise trigger levels for residential receivers are shown in **Table 4**. The noise trigger levels are provided for rail redevelopment and are applied on the A2I project as per the descriptions in **Table 3**.

The L_{Aeq} noise triggers are lower (more stringent) for the night-time due to the greater sensitivity of communities to noise during this period.

Table 4 Airborne noise trigger levels for residential receivers as defined in the RING

Type of development	Noise trigger levels (External)	
	Day (7.00 am to 10.00 pm)	Night-time (10.00 pm to 7.00 am)
Redevelopment of existing rail line[1]	Development increases existing $L_{Aeq(period)}$ rail noise levels by 2 dB or more, or existing L_{Amax} rail noise levels by 3 dB or more and predicted rail noise levels exceed:	
	$L_{Aeq(15hour)}$ 65 dBA	$L_{Aeq(9hour)}$ 60 dBA
	L_{AFmax} 85 dBA	L_{AFmax} 85 dBA

Note 1 A redeveloped line is a development on land that is within an existing operational rail corridor, where a line is or has been operational or is immediately adjacent to an existing operational rail line which may result in the widening of an existing rail corridor.

3.2.2 Other sensitive land-uses

The RING provides noise trigger levels for 'other sensitive' non-residential land uses. The noise trigger levels for these receivers are provided in **Table 5**.

Table 5 Airborne noise trigger levels for other sensitive receivers

Other sensitive land uses	Noise trigger levels (External)
Development increases existing rail noise levels by 2 dB or more in L_{Aeq} for the period and resulting rail noise levels exceed:	
Schools, educational institutions and child-care centres ("OED")	$L_{Aeq(1hour)}$ 45 dBA (internal)
Places of worship ("OPW")	$L_{Aeq(1hour)}$ 45 dBA (internal)
Hospital wards ("OME")	$L_{Aeq(1hour)}$ 40 dBA (internal)
Hospital other uses ("OME")	$L_{Aeq(1hour)}$ 65 dBA (external)
Open space – passive use (eg parkland, bush reserves; "OOP")	$L_{Aeq(15hour)}$ 65 dBA (external)
Open space – active use (eg sports field, golf course; "OOA")	$L_{Aeq(15hour)}$ 65 dBA (external)

For this project, a forecast hour by hour train movements is not available. It has been presumed trains would be equally split across the day time therefore the $L_{Aeq(15hour)}$ and $L_{Aeq(1hour)}$ results would be the same.

For ease of identification, receiver land use type will be identified in the noise modelling results tables. Separately, a count of receiver types is presented in **Section 5.1** of this report.

3.3 Ground-borne noise

The ground-borne vibration from train passbys can be sufficient to cause floors or walls of the structure to vibrate and this can result in an audible low frequency rumble inside buildings. This is termed as ground-borne noise or regenerated noise.

The ground-borne noise criteria are generally implemented where the rail induced ground-borne noise levels are higher than the airborne noise from the railway operations, and where the ground-borne noise levels are expected to be audible within habitable rooms. The ground-borne noise trigger levels are provided in **Table 6**.

Table 6 RING ground-borne noise trigger levels

Sensitive Land Use	Time of Day	Internal Noise Trigger Level[1] (dBA)
Development increases existing rail noise levels by 3 dBA or more and resulting rail noise levels exceed:		
Residential	Daytime (7.00 am to 10.00 pm)	$L_{Amax(slow)}$ 40
	Night (10.00 pm to 7.00 am)	$L_{Amax(slow)}$ 35
Schools, educational institutions, places of worship	When in use	$L_{Amax(slow)}$ 40 - 45

Note 1 Maximum noise level not exceeded for 95% per cent of rail passby events.

The RING includes specific ground-borne noise criteria for residential, schools, educational institutions and places of worship. Based on assessment of ground-borne noise on other rail infrastructure projects, the ground-borne noise design objectives in **Table 7** have been used to assess the potential impacts at sensitive receivers that are not included in the RING.

Table 7 Ground-borne noise objectives for other sensitive receivers

Receiver type	Time of day	Noise trigger level[1,2]
Medical institutions	When in use	$L_{Amax(slow)}$ 40 to 45 dBA
Retail areas	When in use	$L_{Amax(slow)}$ 50 dBA
General office areas	When in use	$L_{Amax(slow)}$ 45 dBA
Private offices and conference rooms	When in use	$L_{Amax(slow)}$ 40 dBA
Cinemas, public halls and lecture theatres	When in use	$L_{Amax(slow)}$ 35 dBA

Note 1 The above criteria have been adopted by SLR as a guide to identifying potential impacts based on the sensitivity of the receiver type.

Note 2 Maximum noise level not exceeded for 95% per cent of rail passby events.

3.4 Ground-borne vibration

Railway vibration is generated by dynamic forces at the interface of the rail and train wheels due to roughness. The vibration then enters the trackbed via the track support (eg sleepers and ballast) and continues to propagate through the ground to buildings' foundations and throughout buildings.

The assessment of the effects of vibration is often divided into two categories:

- Structural vibration: Vibration as it affects buildings and structures in terms of their susceptibility to damage.

The threshold of vibration perception varies from one individual to another, however, typical thresholds of human perception of vibration can be expected to be two orders of magnitude (or 100 times) below the vibration thresholds that may cause cosmetic damage to buildings. Accordingly, meeting vibration criteria for human comfort will automatically ensure compliance with vibration criteria for cosmetic damage.

Specialist scientific equipment such as optical and electron microscopes, medical imaging equipment and microelectronics manufacturing equipment can require more stringent design goals than those applicable to human comfort. A desktop survey of land-uses adjacent to the proposed alignment did not identify premises expected to have these types of scientific equipment.

3.4.1 Human Comfort

For intermittent events such as train passby events, the vibration dose value (VDV) is applied to assess potential impacts to human comfort from vibration. The VDV provides a cumulative measure of the vibration levels associated with all railway operations in a daytime or night-time assessment period. The VDV considers the combined effects of the level of ground-borne vibration events and the duration of vibration generating events and, as such, is suited for the assessment of transient sources such as train passbys.

The RING refers to the NSW EPA's (formerly DEC) *Assessing Vibration: a technical guideline* to establish assessment criteria for ground-borne vibration from rail lines. Railway operations are considered as sources of intermittent vibration and the 'preferred' and 'maximum' VDVs for human comfort are shown in **Table 8**.

The vibration guideline advises that activities should be designed to meet the preferred values where an area is not already exposed to vibration. Where all reasonable and feasible measures have been applied, vibration assessment values up to the maximum range may be used if they can be justified.

Table 8 Ground-borne vibration criteria for sensitive receivers

Building Type	Assessment Period	Vibration Dose Value[1] ($m/s^{1.75}$)	
		Preferred	Maximum
Critical Working Areas (e.g. operating theatres or laboratories)	Day or night-time	0.10	0.20
Residential	Daytime	0.20	0.40
	Night-time	0.13	0.26
Offices, schools, educational institutions and places of worship	Day or night-time	0.40	0.80
Workshops	Day or night-time	0.80	1.60

Note 1: The VDV accumulates vibration energy over the daytime and night-time assessment periods and is dependent on the level of vibration as well as the duration.

3.4.2 Structural and Cosmetic Damage Vibration

If vibration is sufficiently high, it can cause damage to structural elements of affected buildings. The levels of vibration required to cause structural damage tend to be at least two orders of magnitude (that is 100 times) higher than those at which people can perceive vibration.

Examples of cosmetic damage that can occur includes cracks or loosening of drywall surfaces, cracks in supporting columns and loosening of joints. Vibration limits are laid out in British Standard BS 7385 and German Standard DIN 4150.

Buildings which possess architectural, aesthetic, historic or cultural values may have certain sensitivities to vibration with respect to their long term preservation. The Peak Particle Velocity (PPV) metric is applied as a measure of the maximum movement of the particles in the ground as a result of vibrations created from sources such as train passbys. It is commonly applied to evaluate the potential response of buildings and structures when exposed to vibration energy.

In lieu of specific ground-borne vibration criteria for heritage sites in the documents referenced in the SEARs, a discussion of various standards relevant to vibration and its effects on buildings is provided in **Table 9**.

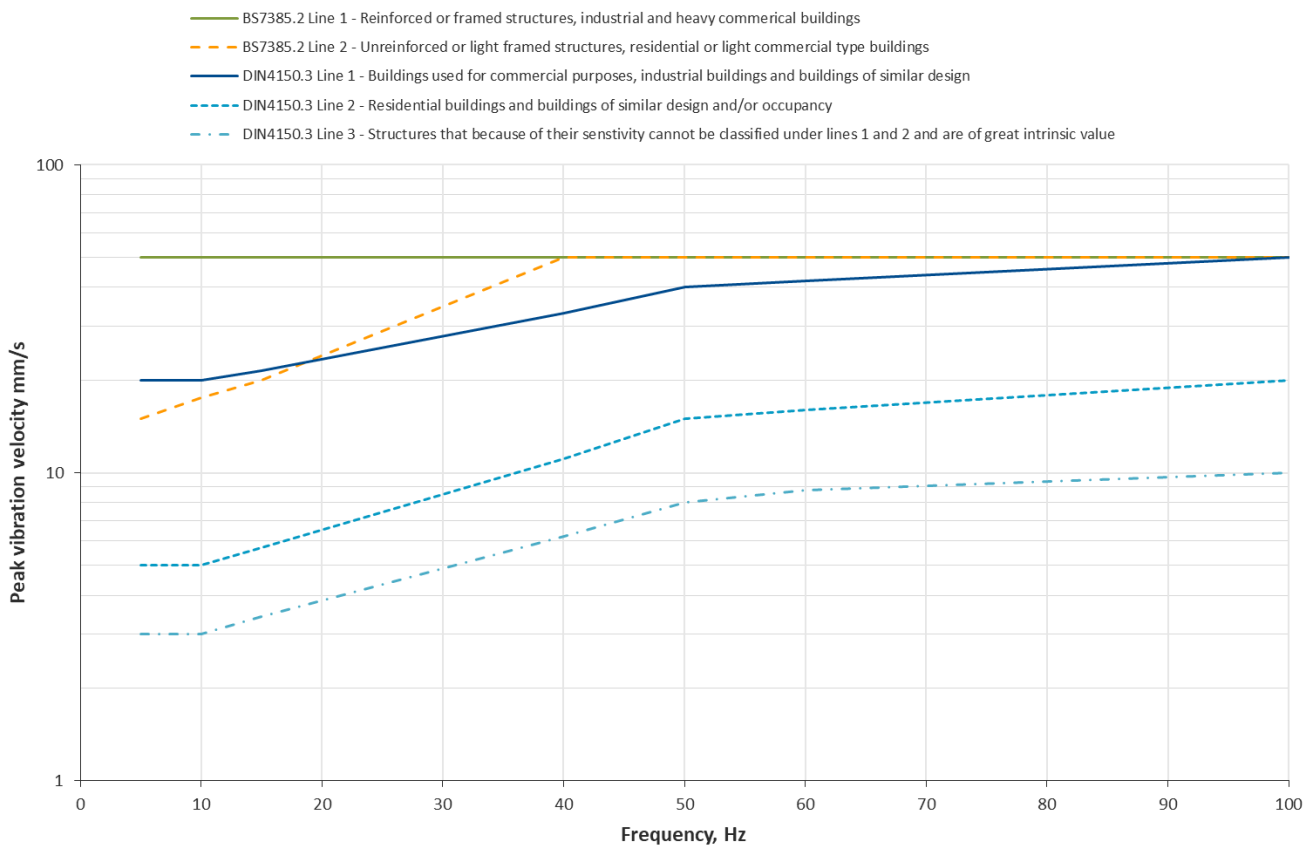
Table 9 Referenced standards associated with cosmetic building damage risk

Reference	Notes
British Standard BS 5228.2[1] British Standard BS 7385.2[2]	This standard notes that BS 7385-2 and BS ISO 4866:2010 provide guidance on vibration measurement, data analysis and reporting as well as building classification and guide values for building damage. BS 7385.2:1993 provides frequency dependent threshold levels which are judged to give a minimal risk of vibration-induced damage.
German Standard DIN 4150.3[3]	DIN 4150.3 prescribes levels as 'safe limits', up to which no damage due to vibration effects has been observed for the class of building. 'Damage' is defined by DIN 4150.3 to include even minor non-structural effects such as superficial cracking in cement render, the enlargement of cracks already present, and the separation of partitions or intermediate walls from load bearing walls DIN 4150.3 also states that when vibration levels higher than the 'safe limits' are present, it does not necessarily follow that damage will occur.

Based on **Table 9**, the relevant PPV guidance values for assessment of ground-borne vibration at heritage sites are presented in **Figure 2**.

[1] British Standard, BS 5228.2-2014-Code of practice for noise and vibration control on construction and open sites–Part 2: Vibration.
[2] British Standard, BS7385-2:1993 Evaluation and measurement for vibration in buildings.
[3] DIN 4150-3 2016 Structural Vibration Part 3 – Effects of vibration on structures.

Figure 2 Guidance values for short term vibration



From **Figure 2**, it can be seen that Line 3 of German Standard DIN 4150.3 is the lowest, most conservative vibration level. This includes where the vibration levels for Line 2 of British Standard BS 7385.2 are reduced by 50% in circumstances where there is concern over continuous vibration generating 'dynamic magnification' resonance effects.

The German Standard DIN 4150.3 recommends a V_{PPV} objective of 3 mm/s at low frequencies increasing to around V_{PPV} 8 mm to 10 mm/s at frequencies above 50 Hz for sensitive structure with great intrinsic value (refer Line 3 DIN 4150.3, short-term vibration).

For this assessment, the 3 mm/s vibration level has been adopted as a vibration objective to provide a conservative assessment of potential structural impacts to heritage sites from railway operations. At the EIS stage, it is not possible to forecast with reasonable certainty the dominant (or resonant) frequencies of vibration at each building during train passby events. The adopted vibration criteria, irrespective of frequency, are the lowest applicable value; this is an appropriately conservative assessment approach.

As shown in **Figure 2** above, industrial and heavy commercial buildings can withstand high levels of vibration without damage. The guideline value for these building types of 50 mm/s is not expected to be exceeded outside of the rail corridor.

Engineered structures such as bridges, culverts or other infrastructure can be expected to withstand as a minimum transient vibration level consistent with and higher than those presented in **Figure 2** above.

4 Assessment methodology

The assessment of noise and vibration from the railway operations applied the following methodology:

- A desktop survey was undertaken to identify sensitive receivers within a 2 km radius of the tracks within the enhancement work areas. This radius covers a distance far greater than the relevant trigger levels, and has been used as a program-wide approach (across both greenfield and brownfield project sites) for consistency. An area greater than 50 km^2 was applied as the study area for railway noise and vibration.
- The study area was constrained to the limits of the enhancement work areas. Railway noise and vibration levels at sensitive receivers adjacent to the A2I project are being assessed on the corresponding Beverage to Albury and Illabo to Stockinbingal projects on Inland Rail.
- The applicable assessment criteria for airborne noise, ground-borne noise and ground-borne vibration were determined with reference to the SEARs requirements and the referenced documents.
- Noise and vibration assessment scenarios were determined for the proposed rail operations based on the Proposal description. The year 2025 was applied for assessment of noise and vibration at the commencement of operations and the year 2040 was adopted as the year where rail operations would be at the designed freight capacity.
- The principle sources of airborne noise, ground-borne noise and ground-borne vibration from the operation of rollingstock were identified and each source was assigned an appropriate emission level.
- A detailed noise prediction model was developed for the calculation of airborne railway noise levels from rollingstock operations and associated sources of noise, including level crossings and idling trains at crossing loops.
- The potential ground-borne vibration and ground-borne noise levels from rollingstock operations on the ground-level track were calculated based on ground-borne vibration levels from comparable rail freight movements.
- The predicted airborne noise, ground-borne vibration and ground-borne noise levels were evaluated against the adopted assessment criteria.
- The investigation of reasonable and feasible mitigation measures was triggered where the predicted levels were above the assessment criteria.
- The consideration of mitigation measures was not constrained by compliance to the assessment criteria, options for mitigation have been recommended as part of the overall strategy to minimise the potential noise and vibration impacts of the Proposal through the implementation of best practice environmental management.

5 Existing environment

5.1 Sensitive receivers

Receivers potentially sensitive to noise and vibration have been categorised as residential dwellings, commercial/industrial buildings, or 'other sensitive' land uses which can include educational institutions, childcare centres, medical facilities, places of worship, as described in the RING.

To determine the sensitive receivers included in the assessment of railway noise and vibration, all buildings over 9 m^2 within the 2 km radius of the proposed alignment were identified from a national geospatial dataset of buildings from 2018. At the detail design stage of the project, the buildings should be updated to the latest available dataset, including proposed buildings that are approved for construction. The location of the sensitive receivers is presented in **Appendix A**.

The population density of the sensitive receivers within 2 km of the A2I project alignment consists of 4,128 buildings, identified as being potential operational noise and vibration sensitive receivers, with the majority being identified as residential dwellings. The number of sensitive receptors differs from the construction noise and vibration assessment, due to the latter including enhancement sites where the track is not being modified and receivers adjacent to the tracks that are outside of the enhancement sites. The breakdown of receiver classifications is presented in **Table 10**. The majority of the assessed sensitive receivers are within 100 m to 700 m of the relevant redeveloped section of the A2I rail corridor alignment.

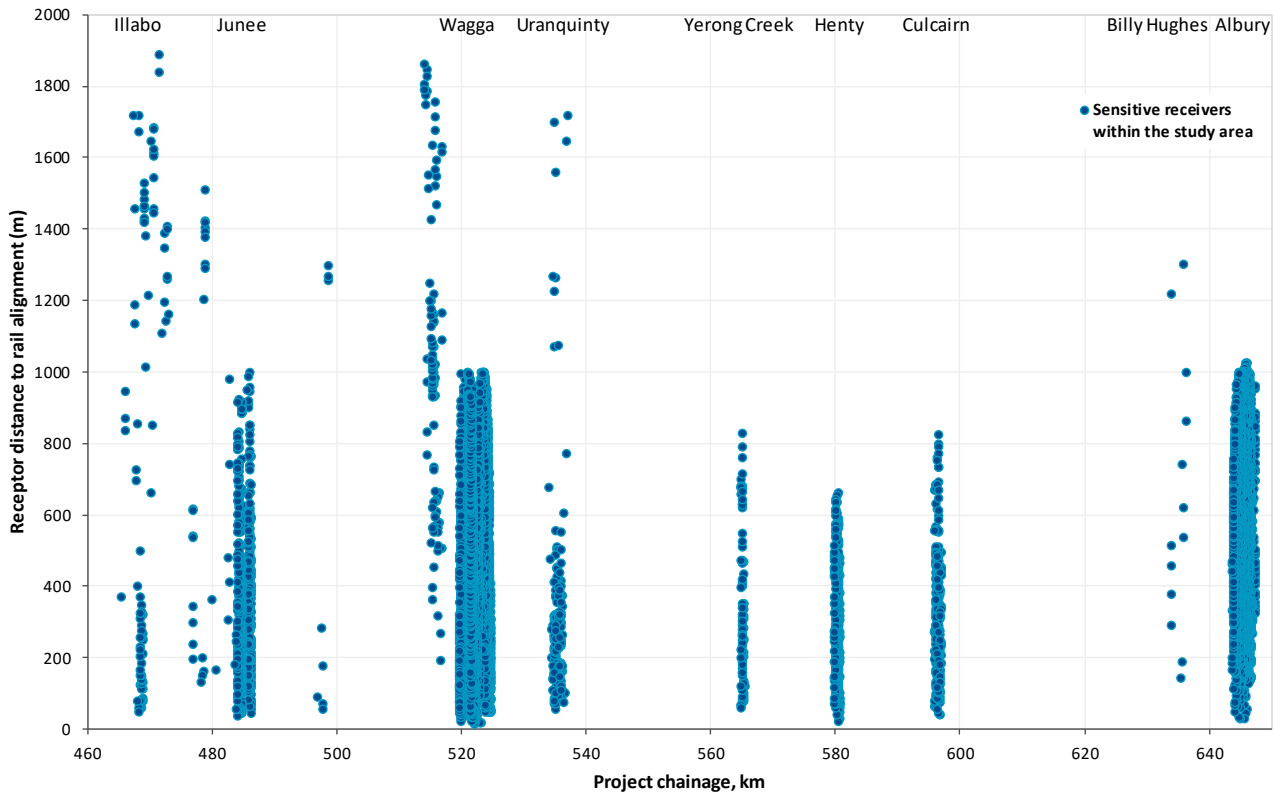
Table 10 Identified receiver classification

Receiver Type	Receiver Notation	Receiver Count
Residential	RES	4000
Educational Facility	OED	81
Place of Worship	OPW	7
Medical Facility	OME	2
Outdoor Recreation - Active	OOA	31
Outdoor Recreation - Passive	OOP	7

Sensitive receivers to the immediate north and south of the redeveloped A2I project sections were not included in the assessment as they are outside of the A2I project area. The potential noise and vibration from Inland Rail operations to the south of the A2I project is being assessed as part of the Beverage to Albury (B2A) project and to the north on the Illabo to Stockinbingal (I2S) project.

The sensitive receiver population densities around each project section are presented in **Figure 3** below. Note that some receivers are at the same location and therefore the markers in the figures below may represent more than one receiver.

Figure 3 Sensitive receiver population density



5.2 Heritage sites

The heritage sites, as listed on the NSW State Heritage Register, within the 14 assessed enhancement areas of the A2I project are as follows:

- Albury Railway Yard precinct
- Culcairn Railway Yard precinct
- Henty Railway Yard precinct
- Bomen Railway Yard precinct
- Wagga Wagga Railway Yard precinct
- Junee Railway Yard precinct

6 Rail noise assessment

6.1 Prediction of railway noise

Noise emissions from the railway operations on the Proposal were calculated through detailed noise predictions using the SoundPLAN (version 7.4) noise modelling software. The noise prediction model included a detailed terrain model to develop a 3D representation of the Proposal and the study area. The terrain datasets comprised elevation contours of the existing ground and the Proposal designs at 0.5 m to 2 m intervals to recreate in detail the rail and road civil earthworks and infrastructure and the surrounding environment. The resultant terrain model represented the future environment with the Proposal.

The vertical and horizontal designs for the Proposal were digitised in the model, including cuttings, embankments, and the track formation (earthworks and track ballast). The elevated structures for the bridges were modelled at the height above ground level consistent with the Proposal designs. The base of the elevated structures was digitised to represent the concrete spans that form the main bridges with the rail track (inclusive of ballast) modelled on top of the spans.

The buildings for the sensitive receivers and non-sensitive structures were set to the mean ground height. Building heights were determined from the referenced geospatial database, where the building height was not reported a 5 m building height was adopted as being representative of the single storey residences that are common in rural areas. The adopted building height would be conservative for non-sensitive buildings and structures, such as grain hoppers, sheds and warehouses which could shield railway noise.

Receiver heights were modelled using the conservative approach of adopting a height of 2.4 m above ground level at the centre of each façade. This height is based on the consideration that rural properties can be elevated on stumps or similar structures; it is expected to be conservative for urban areas where the lowest habitable floor is likely to be at a conventional height of 1.5 m to 1.8 m above ground level.

All external railway noise predictions were adjusted by +2.5 dBA to determine the façade corrected noise level.

The immediate area 600 m either side of the rail corridor was modelled with a ground absorption coefficient of zero (0) to be representative of a hard, reflective ground surface. Further than 600 m from the rail corridor a ground absorption coefficient of 0.6 was adopted to be representative of the mixed soft and hard ground areas within the environments further from the rail corridor.

To calculate noise emissions from the operation of rollingstock, the model applied the Nordic Rail Traffic Noise Prediction Method (Kilde 130) methodology[4]. The SoundPLAN modelling software and the Nordic prediction methodology are widely applied in Australia for the prediction of railway noise levels and are endorsed as acceptable methodologies under the RING guideline.

To confirm the suitability of the noise modelling on the NSW sections of the Inland Rail program, a survey of existing rollingstock noise emission levels was undertaken in 2019 at three locations in southern NSW where existing rail freight operations are comparable to the expected rail freight on the Proposal.

Details of the monitored railway noise levels and the noise model verification are provided in **Appendix B**.

[4] M. Ringheim, 1984, *Kilde Report 130 – Background Material for the Nordic Rail Traffic Noise Prediction Method*.

6.2 Operational railway noise model inputs

6.2.1 Source noise levels

Modelling of noise from railway operations requires defined source noise emission levels for the various classes of locomotives and rail wagons proposed to operate on the Proposal. The Transport for NSW (TfNSW) Asset Standards Authority (ASA) Stage III Rail Noise Database was referenced by this assessment to provide a source noise emission inventory for the locomotive classes proposed for Inland Rail.

The TfNSW database defines reference noise levels for Australian rollingstock for use in commercial noise modelling software packages to conduct airborne noise predictions under a range of operating scenarios. The database contains over 840 measurements of freight and passenger rail sources, including rail freight proposed on the Proposal.

The noise levels were measured and analysed in line with procedures outlined in specific railway noise standards; International Standards Organisation ISO 3095[5] and Australian Standard AS 2377[6].

As part of the assessment, the rail source noise emission levels derived from the TfNSW ASA database were validated against the ARTC Pollution Reduction Programme Rail Noise Study, which was prepared by ARTC to evaluate locomotive noise as part of ARTC's pollution reduction program.

The following principles were applied when determining the source noise emission levels for rollingstock:

- The SEL and maximum (L_{Amax}) noise emission levels are derived for each locomotive and set of wagons i.e. per unit.
- Noise emission levels are presented for a standardised train speed of 80 km/h at a distance of 15 m from the track centreline.
- The noise levels for freight wagons account for a variety of wagon classes. The freight wagon reference noise levels are representative of typical wagon operations, and do not include a correction for increased noise levels that can result from unique operational influences (such as heavy braking) or significant defects (such as major wheel flats or bearing failures).
- Locomotive noise is determined from the required power output (notch setting) and only the rolling (wheel-rail) noise emissions for the wagons have been normalised to a speed of 80 km/h.
- The SEL noise level for an individual locomotive or consist of wagons is the logarithmic average of the referenced noise emissions levels and the L_{Amax} emission level is the overall 95th per centile L_{Amax} value derived from the database of noise measurements for each locomotive class or wagons.
- The source noise levels assume the track is in good condition and that the running surface of the rail head is free of defects. Wheel tread is also assumed to be in good to fair condition.

Conservatively, locomotive noise emissions are considered to be dominated by engine, cooling fans and exhaust systems, and for this reason the locomotive noise source is set to 4.0 m above the top of rail height to broadly represent the actual emissions of those items.

[5] International Standards Organisation, 2013. ISO 3095 *Railway applications – Acoustics – Measurement of noise emitted by railbound vehicles*.
[6] Standards Australia, 2002. AS 2377 *Acoustics – Methods for the measurement of railbound vehicle noise*.

Noise emissions from wagons are considered to be dominated by 'rolling noise' generated equally by wheels and rail, so wagon noise emissions are set to the top of the rail height. On the basis that trains with defective wagons would not regularly be traversing the Proposal, the noise emission database does not account for local track defects, wheel flats or similar anomalies.

The referenced noise emission levels assume each train emits the same noise level and is therefore a typical worst-case noise generating event. Similarly, the method does not allow for deriving an arithmetic average of a range of maximum (L_{Amax}) noise levels for each train type as this could potentially result in lower daytime and night-time maximum noise level predictions.

The source noise emission levels for each rollingstock category are detailed in **Table 11**. The locomotive settings (notches) were assigned based on the gradient of track, which provided specific noise emissions based on the features of the railway infrastructure and its potential influence on the operation of the trains.

Table 11 Source rail noise emission levels

Rollingstock category	Rail source elevation	Train class	Reference length	Gradient	Reference noise level, dBA[1]	
					SEL	L_{Amax}
Diesel electric locomotives	4.0 m above the top of rail	NR	22 m	Flat	85	90
				Downhill	84	90
				Uphill	90	94
		GT46C[2]	21 m	Flat	84	88
				Downhill	84	91
				Uphill	89	92
		82	22 m	Flat	83	89
				Downhill	84	94
				Uphill	88	94
		PR22L	18 m	Flat	84	91
				Downhill	84	94
				Uphill	89	94
Wagons (all consist)	Top of rail	All	1,000 m	n/a	100	90
Passenger locomotives	4.0 m above the top of rail	XPT	20	Flat	80	84
			20	Downhill	76	80
			20	Uphill	83	88
Passenger	Top of rail	XPT	155	n/a	89	90

Note 1: Reference noise levels at 80 km/h, 15 m distance from track centreline, 1.5 m above top of rail, and ISO 3095 compliant track roughness.
Note 2: GT46C ACe model locomotive encompasses SCT, LDP, TT, WH, GWA, and SSR class designations.

6.2.2 Track feature corrections

Impact noise from rail discontinuities such as turnouts, expansion joints or rail defects can increase noise levels from trains and are heard as impulsive noise as each train wheel passes over the discontinuity.

In areas where the track has tight radius curves, flanging noise and/or curve squeal is often heard and can also increase noise levels. The noise level corrections shown in **Table 12** were included to account for the potential influence of the A2I infrastructure on the source noise levels.

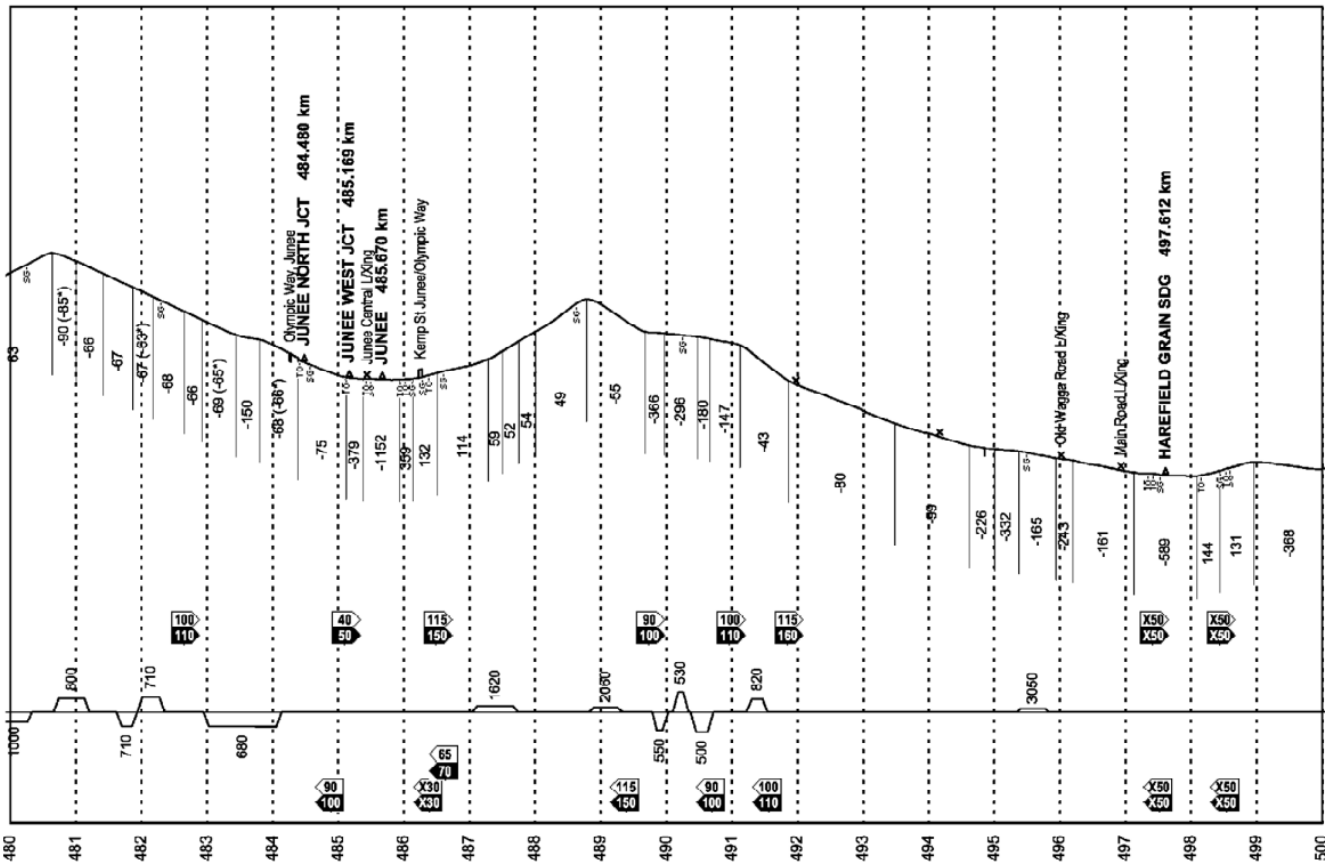
Table 12 Track feature corrections

Track feature and infrastructure	Noise model correction for wheel-rail contributions, dBA	
	SEL	LAmax
Bridges- ballasted concrete	0	0
Bridges- ballasted steel	+4	+4
Bridges- open transom with side screens	+8	+8
Bridges- open transom without side screens	+10	+10
Turnouts	+6	+6
At-grade active level crossings with the road network	+3	+3
Radius greater than 500m	+0	+0
Radius 300 m to 500 m	+3	+21
Radius less than 300m	+8	+21

6.2.3 Train speeds

Existing train speeds were modelled using the speed board information contained in the ARTC "NSW Curve & Gradient Diagrams". An example of these diagrams is shown in **Figure 4** below.

Figure 4 Existing speed profile



For the future scenarios, the trains on the Project are required to operate at their designated line speeds of 30 to 105 km/h. This data was received in spreadsheets titled "20201208 MBIR Baseline NB Speed Profiles" and "20201208 MBIR Baseline SB Speed Profiles".

The train speed will not be constant throughout the alignment, some trains will be required to slow down to access the crossing loops and then, on departure from the crossing loop, accelerate back up to the line speed. Other factors leading to the design speeds being lower than the posted speeds for a section of track include uphill gradients, rollingstock capability and timetabling constraints. The noise modelling applied speed profiles for each train type with the train speed detailed at 10 m intervals along the Project alignment.

Examples of the train speed profiles adopted in the noise modelling are presented in **Figure 5** (northbound) and **Figure 6** (southbound).

Figure 5 Speed profile for years 2025 and 2040- northbound services

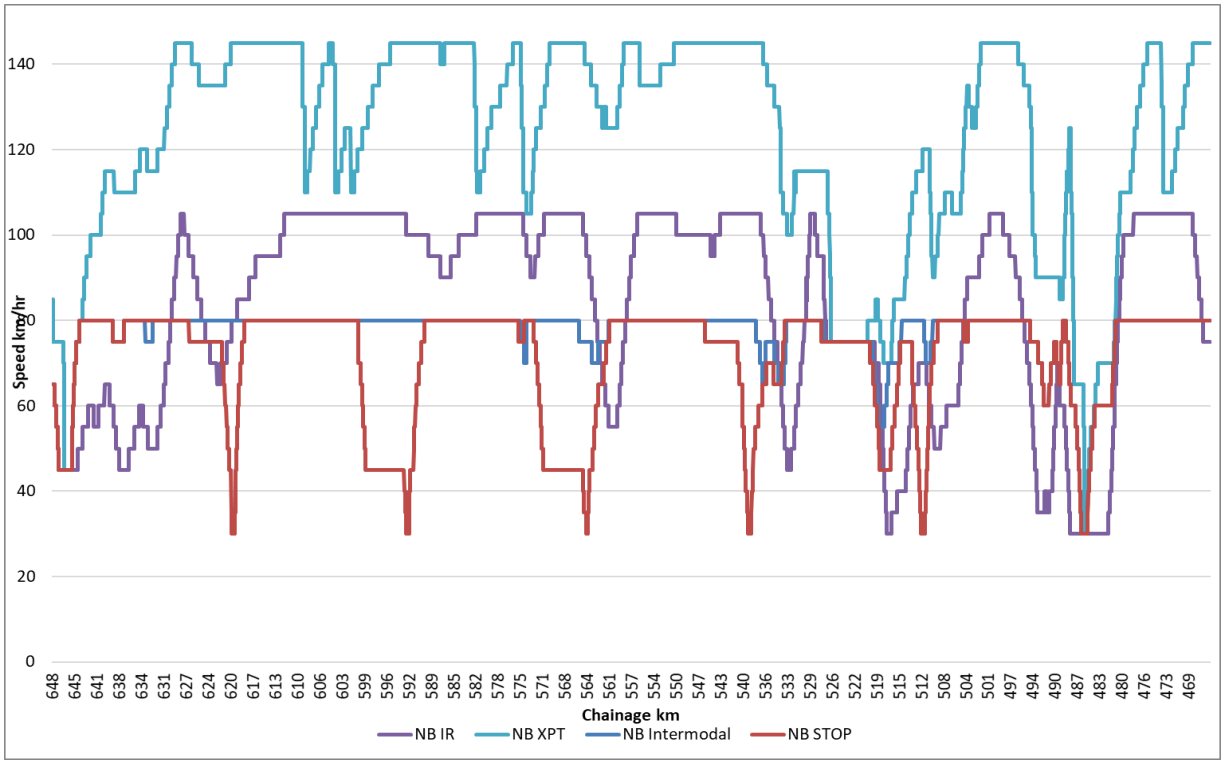
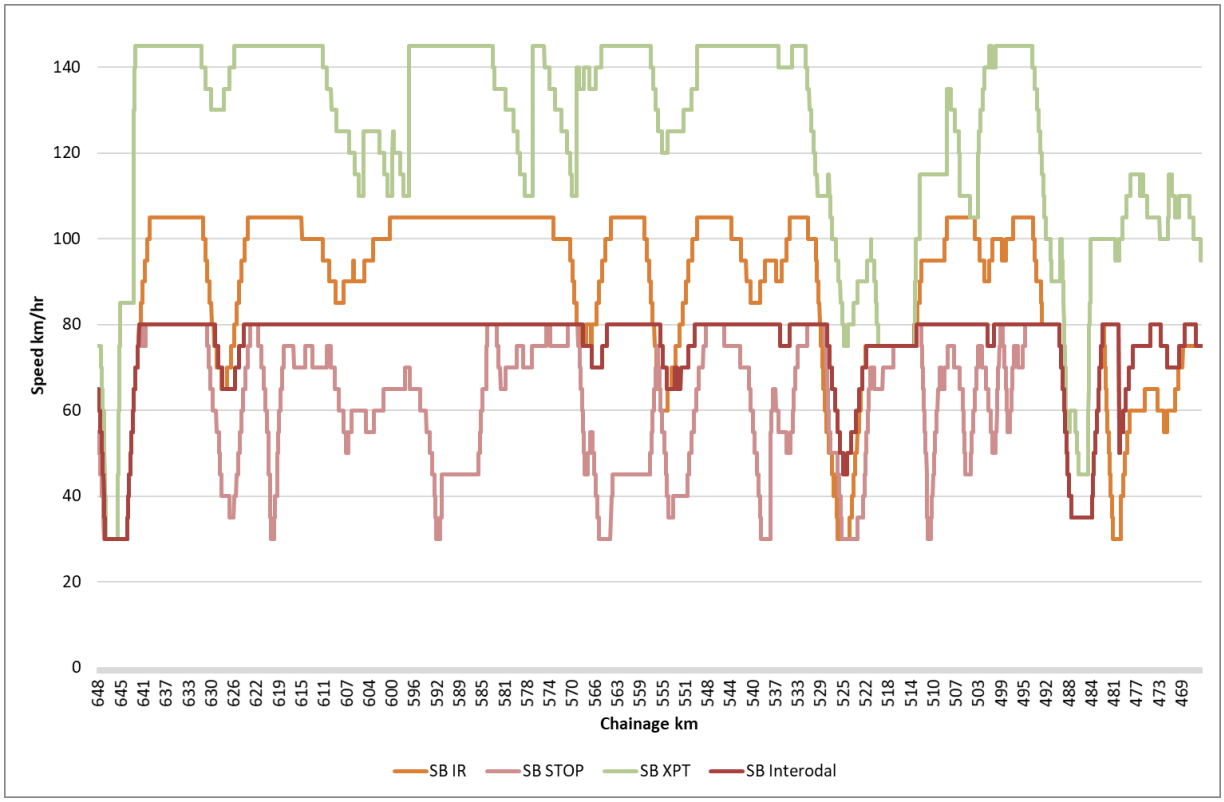


Figure 6 Speed profile for years 2025and 2040- southbound services



6.2.4 Rail volumes

The daytime and night-time train movements on the A2I project section were supplied by ARTC for the existing, project commencement (2025) and design year (2040) scenarios are shown in **Table 13** to **Table 15** below. Train numbers vary on sections of the track, due to the V/Line service terminating at Albury and the additional grain services joining the Inland Rail corridor at Junee Yard.

Table 13 Daily train movements- existing scenario

Work Area	Train service	Train movements		
		Daytime	Night-time	Total 24-hour
Albury Yard	Intermodal	3	3	6
	Steel	1	1	2
	General Freight	1	1	2
	Grain	1	1	2
	MEL-SYD Passenger (XPT)	2	2	4
	MEL-Albury Passenger (V/Line)	6	0	6
	Total services	**14**	**8**	**22**
Albury to Junee	Intermodal	3	3	6
	Steel	1	1	2
	General Freight	1	1	2
	Grain	1	1	2
	MEL-SYD Passenger (XPT)	2	2	4
	Total services	**8**	**8**	**16**
Junee Yard to Illabo	Intermodal	3	3	6
	Steel	1	1	2
	General Freight	1	1	2
	Grain	1	1	2
	MEL-SYD Passenger (XPT)	2	2	4
	Total services	**8**	**8**	**16**

Table 14 Daily train movements- project commencement (2025)

Project Section	Train service	Train movements		
		Daytime	Night-time	Total 24-hour
Albury Yard	Inland Rail Express	3	1	4
	Inland Rail Superfreighter	4	2	6
	Intermodal	2	0	2
	Griffith Export Containers	1	1	2
	Central NSW Grain	0	1	1
	MEL-SYD Passenger (XPT)	3	0	3
	MEL-Albury Passenger (V/Line)	3	2	5
	Total services	**16**	**7**	**23**
Albury to Junee	Inland Rail Express	3	1	4
	Inland Rail Superfreighter	4	2	6
	Intermodal	2	0	2
	Griffith Export Containers	1	1	2
	Central NSW Grain	0	1	1
	MEL-SYD Passenger (XPT)	3	0	3
	Total services	**13**	**5**	**18**
Junee Yard to Illabo	Inland Rail Express	3	1	4
	Inland Rail Superfreighter	4	2	6
	Intermodal	2	0	2
	Griffith Export Containers	1	1	2
	Central NSW Grain	2	2	4
	MEL-SYD Passenger (XPT)	3	0	3
	Total services	**15**	**6**	**21**

Table 15 Daily train movements- design year (2040)

Project Section	Train service	Train movements		
		Daytime	Night-time	Total 24-hour
Albury Yard	Inland Rail Express	3	1	4
	Inland Rail Superfreighter	5	2	7
	Intermodal	3	0	3
	Griffith Export Containers	1	1	2
	Central NSW Grain	0	2	2
	MEL-SYD Passenger (XPT)	4	0	4
	MEL-Albury Passenger (V/Line)	4	2	6
	Total services	**20**	**8**	**28**
Albury to Junee	Inland Rail Express	3	1	4
	Inland Rail Superfreighter	5	2	7
	Intermodal	3	0	3
	Griffith Export Containers	1	1	2
	Central NSW Grain	0	2	2
	MEL-SYD Passenger (XPT)	4	0	4
	Total services	**16**	**6**	**22**
Junee Yard to Illabo	Inland Rail Express	3	1	4
	Inland Rail Superfreighter	5	2	7
	Intermodal	3	0	3
	Griffith Export Containers	1	1	2
	Central NSW Grain	2	2	4
	MEL-SYD Passenger (XPT)	4	0	4
	Total services	**18**	**6**	**24**

6.2.5 Train lengths

The length of each train type and the number of locomotives, for the future railway operations with the Proposal, is shown in **Table 16**. The train data was derived from ARTC's forecast daily train movements for Inland Rail.

Table 16 Train lengths

Train service	No. locomotives	Total locomotive length, m	Length of wagons, m	Total train length, m
Existing scenario[1]				
Intermodal	3	66	1,720	1,786
Steel	3	66	920	986
General Freight	2	44	540	584
Grain	2	44	560	614
MEL-SYD Passenger (XPT)	2	34	120	154
MEL-Albury Passenger (V/Line)[2]	1	20	120	140

Train service	No. locomotives	Total locomotive length, m	Length of wagons, m	Total train length, m
Years 2025 and 2040				
Inland Rail Express	3	66	1,680	1,746
Inland Rail Superfreighter	2	44	1,700	1,744
Inland Rail Intermodal	3	66	1,720	1,786
Griffith Export Containers	2	44	540	584
Central New South Wales Grain	2	44	940	984
MEL-SYD Passenger (XPT)	2	34	120	154
MEL-Albury Passenger (V/Line)[2]	1	20	120	140

Note 1 Existing train lengths have been modelled to match that of an equivalent Inland Rail train consist where applicable

Note 2 Non XPT passenger trains are only present on the Murray River Bridge works area, terminating in Albury

6.2.6 Level crossings

The noise assessment assumed all level crossings included noise sources of approaching train horns during each train passby. Two train horn source emissions were considered, one train horn source located 100 m either side of the crossing to account for trains approaching from either direction. In addition, at each active level crossing the noise sources included a single alarm bell. A source height of 2.0 m above ground level for the crossing alarm bells and 4.0 m above ground level was applied for the train horns.

The Nordic railway noise prediction methodology is specific to the rolling noise emissions. To calculate noise levels from the level crossing alarm bells and train horns at sensitive receivers, the ISO 9613-2[1] method for calculating the outdoor noise propagation was applied. The ISO method calculates noise levels with default meteorological conditions favourable for downwind propagation of noise (wind speeds between approximately 1 m/s and 5 m/s) or under a moderate ground-based temperature inversion.

The noise modelling applied the source noise levels for alarm bells and train horn detailed in **Table 17**. The noise levels were referenced from SLR's measurement of representative events on existing freight corridors.

Table 17 Level crossing and train horn source emission levels

Source	Noise emission level (L_{Aeq}) at 15 m, dBA										
	31.5 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz	Overall
Alarm bell	26	29	43	34	42	65	70	57	35	21	71
Train horn	38	52	68	81	93	98	95	92	82	62	101
Source	**Noise emission level (LAmax) at 15 m, dBA**										
	31.5 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz	Overall
Alarm bell[1]	31	35	48	46	57	68	73	60	45	33	74
Train horn[2]	43	57	73	86	98	103	100	97	87	67	106

Note 1 LAeq noise level is for an alarm bell event 20-seconds in duration prior to the noise of the train becoming the dominant noise contribution and masking the alarm bell noise contribution.

[1] International Standards Organisation, 1996. ISO 9613-2:1996, *Acoustics – attenuation of sound during propagation outdoors – Part 2: General method of calculation*.

Note 2 LAeq noise level for a train horn event 2-seconds in duration.

6.2.7 Idling trains at crossing loops

For the purpose of assessment, it has been assumed that approximately one in four trains per daytime or night-time period would access the crossing loop and each train could be held at the crossing loop for up to 1-hour. The details of the loop operations used in the noise prediction modelling are shown in **Table 18**.

Table 18 Proposed crossing loop occupancy

Assessment scenario	Number of trains accessing the loop per period		Total hours occupancy time per period	
	Daytime	Night-time	Daytime	Night-time
Year 2025	4	2	4	2
Year 2040	5	2	5	2

Note The number of trains accessing the crossing loop is based on the daily rail operations for the main line track adjacent to the loop.

At the crossing loop the train will come to a complete stop from the main line track and idle until the train is signalled to return to the main line track. The assessment of airborne noise considered the noise emissions from the train locomotive engines idling whilst the train has stopped as well as short-lived noise events such as wagon bunching and stretching, which can result in contact noise as the wagons come together.

For the purpose of assessing typical worst-case noise levels, the noise modelling included the faster and longer Inland Rail Express and Inland Rail Superfreighter on the main line track with the other general freight types held on the crossing loops.

The noise emission for an individual locomotive at idle was modelled as 70 dBA at a distance of 15 m with a source noise emission height of 4 m above the residual ground level. The idling of locomotive engines is a steady-state continuous noise emission and the emission level was referenced for the L_{Aeq} and L_{Amax} noise metrics. Acknowledging that trains can access each crossing loop from either direction, the noise modelling considered idling locomotives at both extents of the crossing loop.

The source noise emission levels for rolling noise, including potential wagon bunching, were referenced from the measurement of the train movements on existing rail networks. The noise emission level was applied as a contribution to the L_{Amax} level as the short-lived nature of bunching noise (1 to 2 seconds per event) would not be sufficient to influence the overall daily L_{Aeq} noise levels. A source noise emission height of 1.0 m above residual ground level was adopted for the bunching noise sources.

The noise prediction modelling applied the ISO 9613-2 prediction methodology and each idling locomotive and bunching noise event was modelled as individual point noise sources. The bunching sources were modelled at approximately 300 m intervals to anticipate the potential for such events along the length of the train. The source noise emissions for the idling trains and wagons bunching are detailed in **Table 19**.

Table 19 Crossing loop source emission levels

Source	Noise emission level (L_{Aeq}/L_{Amax}) at 15 m, dBA										
	31.5 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz	Overall
Idling train	47	52	47	47	57	58	69	46	39	21	70
Source	Noise emission level (L_{Amax}) at 15 m, dBA										
	31.5 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz	Overall

Source	Noise emission level (L_{Aeq}/L_{Amax}) at 15 m, dBA										
	31.5 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz	Overall
Bunching	51	63	71	62	53	56	53	52	48	40	72

6.2.8 Track gradient and locomotive notch setting

To control the speed of the trains, the locomotives have a series of throttle controls, known as notches. Most locomotives have up to eight notches. The notch setting is related to the noise emission, with higher notch settings generally causing higher noise levels. The noise prediction modelling applied the following principles for the assessment of locomotive notch settings:

- When operating on relatively flat or moderate gradients the locomotive would generally be operated at a medium notch setting (notch settings 3, 4 or 5).
- On downhill gradient track trains are often in low notch setting or can use dynamic braking where the traction motors that drive each locomotive axle are used to slow the train. Dynamic braking can be a source of additional noise as the radiator cooling fans are used to dissipate heat energy.
- For uphill gradients the load is increased which requires high notch settings (notch setting 6, 7 or 8). Often on uphill sections the train can be operating at lower speeds but at a higher notch setting.

The gradient of the track can be an important factor in determining locomotive notch settings. For the purpose of assessment, a gradient of 1 in 100 or less was applied to identify areas where uphill and downhill sections may require a high notch setting or dynamic braking. In practice, the selection of notch settings and dynamic braking will be determined by the driver and the 1 in 100 gradient was adopted to provide a conservative allowance for such events.

6.2.9 Consideration of double-stack container freight

The Proposal will operate some trains with containers on wagons in a double-stacked configuration. Concerns were raised by stakeholders and the community that double stacking the containers could lead to significantly different wagon noise emissions. The potential noise emission levels from double-stacked containers were investigated as part of this assessment and the key outcomes are outlined below.

ISO 3095 provided general guidance on the difference in noise level resulting from changes in axle loads and notes that an approximate doubling of axle loads (increased weight) may reduce noise levels around 1 dB in L_{Aeq} terms. A variance in noise emission of 1 dB is negligible in the context of other factors which can affect rolling noise and vibration emission levels, such as wheel and track condition, speed, and unsprung mass.

To support the assessment of noise on the Proposal, a noise and vibration monitoring survey was undertaken to investigate the potential influence of single and double stacked containers on noise and vibration emissions from freight trains. The details of the survey is provided in **Appendix C** and the survey determined the following:

- Consistent with ISO 3095, individual wagons with double-stacked containers have L_{Aeq} noise levels approximately 1 dB to 2 dB less than the individual wagons with single-stacked containers.
- Overall train passby noise levels are not significantly reduced by wagons with double-stacked containers given the minimal change in rolling noise emissions from the wagons.

- The loading of individual trains can substantially vary both in terms of the number of wagons with single-stacked and double-stacked containers but also the weight of each container on the train will vary from empty to fully loaded (a typical range of 3 to 30 tonnes).
- The overall passby noise levels, particularly L_{Amax} noise levels, are more influenced by factors other than the configurations of the containers on individual wagons.

On the basis of the above, correction factors to account for the potential configuration of containers on the wagons were not applied to the source noise emission levels in **Table 11**.

6.3 Assessment of rail noise levels at residential receivers

The predicted noise levels from the railway operations on the A2I project for the year 2025 opening year and year 2040 are discussed in this section of the report. The predicted noise levels at each of the sensitive receivers are detailed in **Appendix C** for year 2025 (project opening) and **Appendix D** for year 2040 (design year) along with maps of the predicted noise levels are also included in the appendices.

The L_{Aeq} noise contributions of all trains were combined to calculate the overall daytime and night-time rail noise levels. The L_{Amax} (maximum) noise level is the highest noise event from the rail operations and is not a cumulative level.

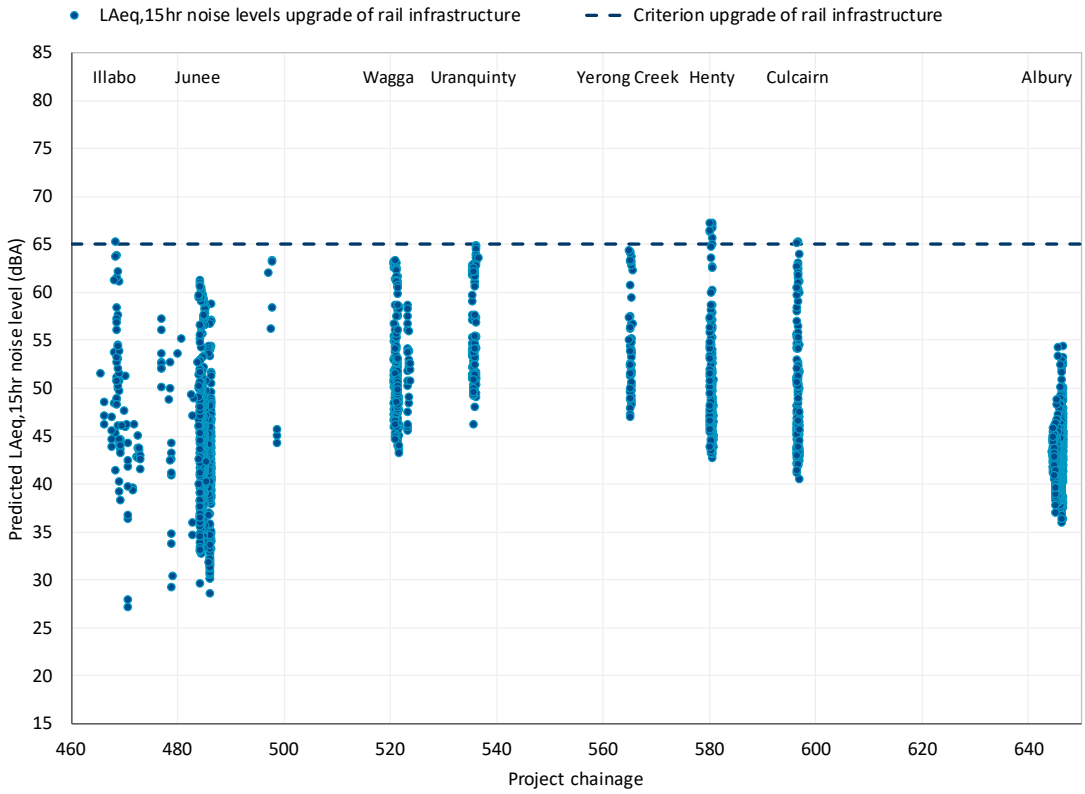
The predicted change in noise level and the predicted overall rail noise levels for each component of this project are described on the graphs in the following sub sections. Note that some receivers are in the same location, therefore the markers in the scatter plots may represent more than one receiver.

6.3.1 Year 2025- daytime L_{Aeq}

The predicted daytime $L_{Aeq(15hour)}$ rail noise levels at sensitive receivers are presented in **Figure 7** and **Figure 8**.

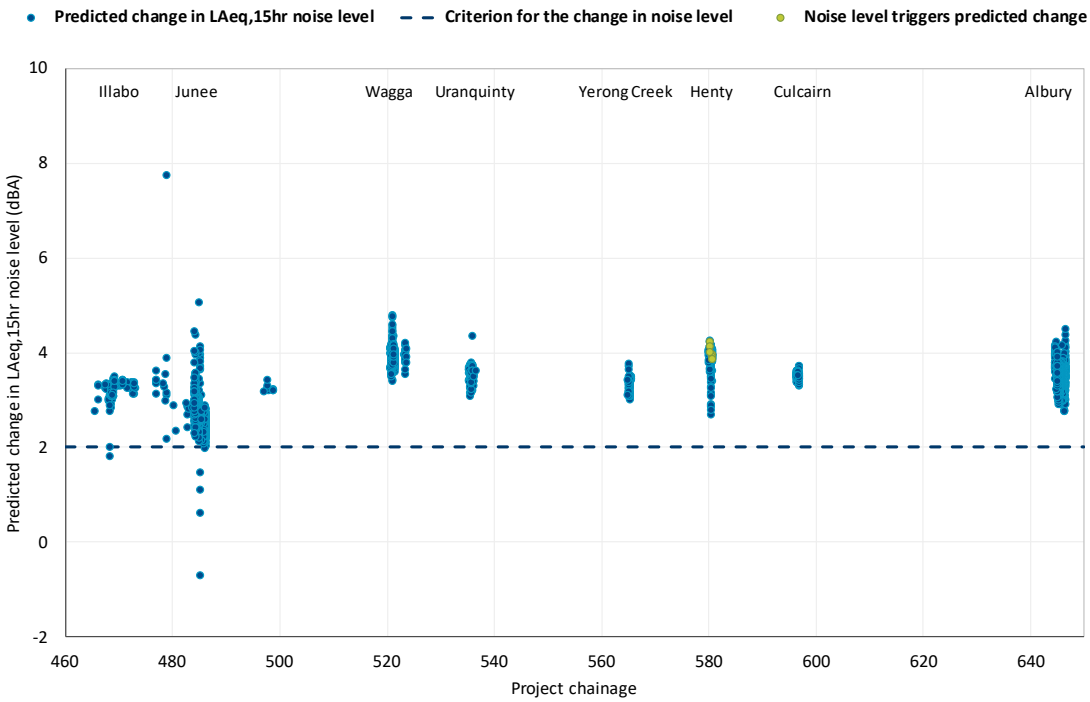
For the residential receivers in all work areas except for Henty Yard, the predicted noise levels are within the daytime criterion of 65 dBA $L_{Aeq(15hour)}$. Residences at Henty Yard have predicted future daytime noise levels of up to 66 dBA, with daytime L_{eq} increases of up to 3.2 dB predicted for six of these receivers. Therefore, the RING criteria is predicted to be exceeded at seven residences in the Henty Yard work area.

Figure 7 Predicted daytime $L_{Aeq(15hour)}$ noise levels- Year 2025



Note: Several receiver points are on or slightly above the criterion line at Illabo and Culcairn. Results at these receivers when rounded to whole decibels did not exceed the criteria.

Figure 8 Predicted change in daytime $L_{Aeq(15hour)}$ noise levels- Year 2025



6.3.2 Year 2025- night-time L_{Aeq}

The predicted night-time $L_{Aeq(9hour)}$ rail noise levels at the sensitive receivers are presented in **Figure 9** and **Figure 10**.

The most-affected residential receivers are predicted to exceed the RING night-time threshold of 60 dBA $L_{eq(9hour)}$, by up to 7 dB. However, the predicted increase in night-time L_{eq} noise level at these receivers is less than 2.0 dB, therefore the RING criteria is predicted to be met at all residences across the A2I project for this scenario.

Figure 9 Predicted night-time $L_{Aeq(9hour)}$ noise levels- Year 2025

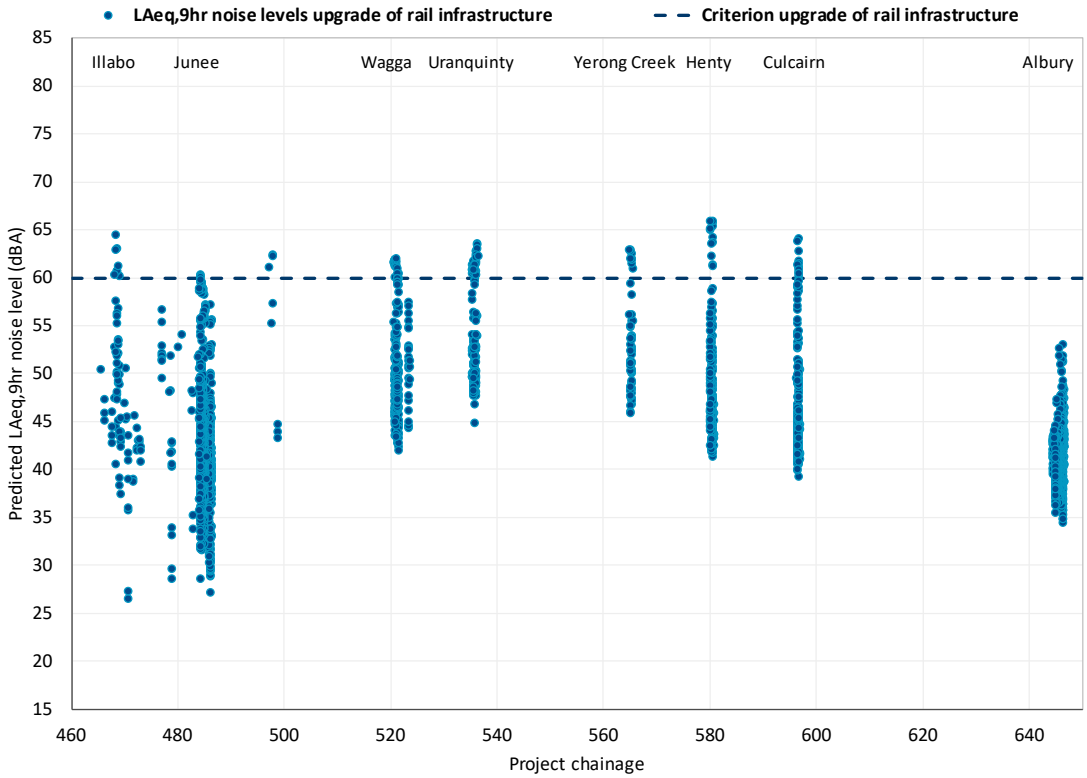
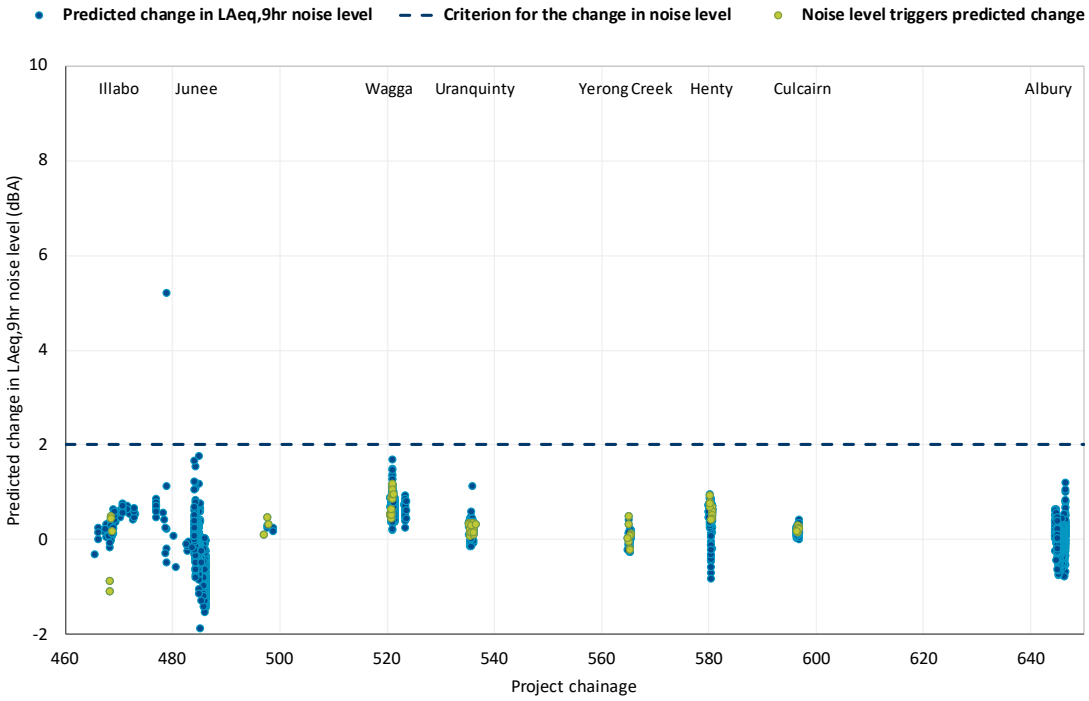


Figure 10 Predicted change in night-time $L_{Aeq(9hour)}$ noise levels- Year 2025



6.3.3 Year 2025- L_{Amax}

The predicted L_{Amax} rail noise levels at the sensitive receivers are presented in **Figure 11** and **Figure 12**.

The most-affected residential receivers are predicted to exceed the RING threshold of 85 dBA L_{max}, by up to 12 dB. However, the highest predicted increase in L_{max} noise level at the receivers exceeding this threshold is less than 3.0 dB, therefore the RING criteria is predicted to be met at all residences across the A2I project for this scenario.

Figure 11 Predicted LAmax noise levels- Year 2025

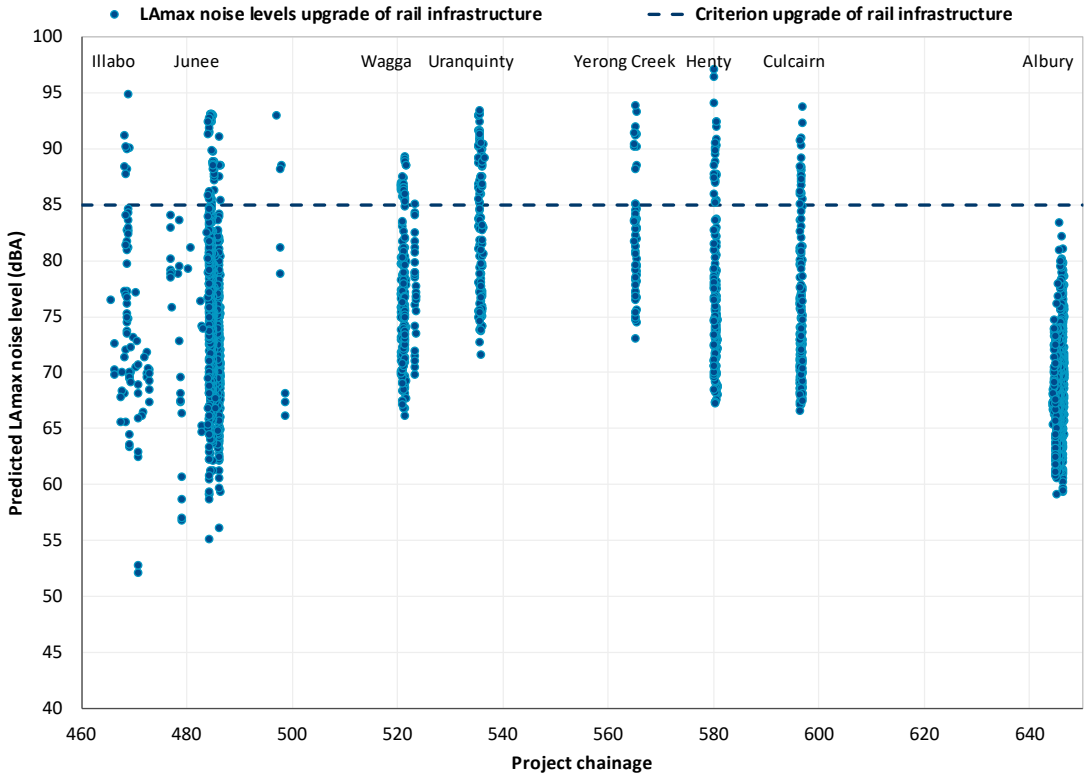
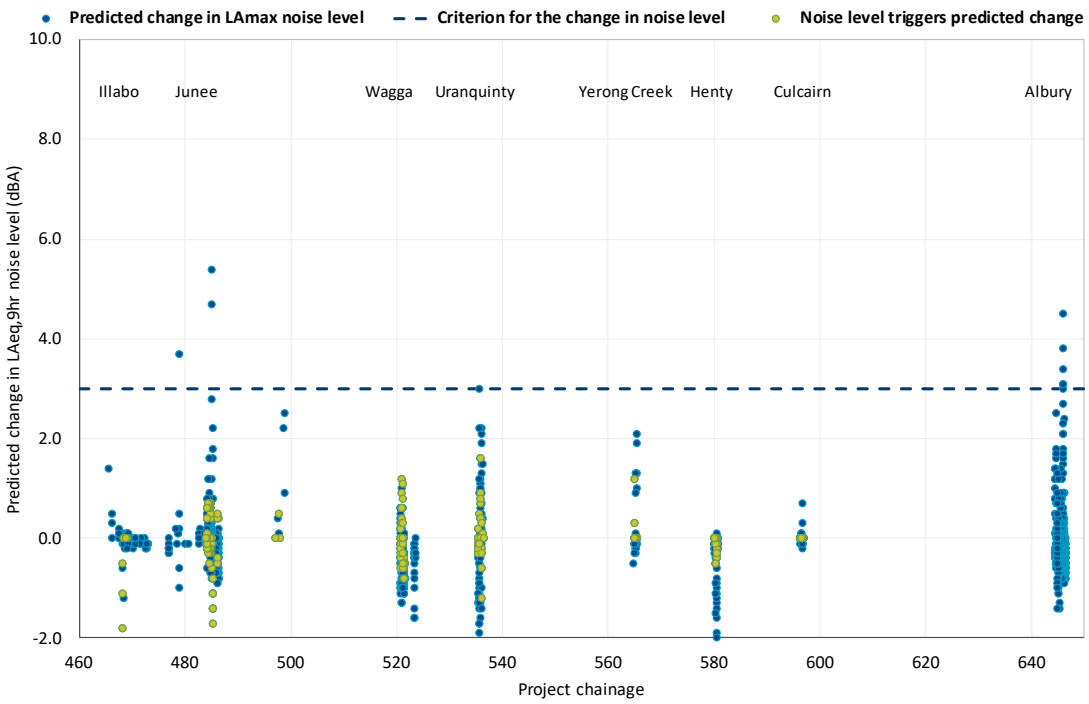


Figure 12 Predicted change in night-time LAmax noise levels- Year 2025

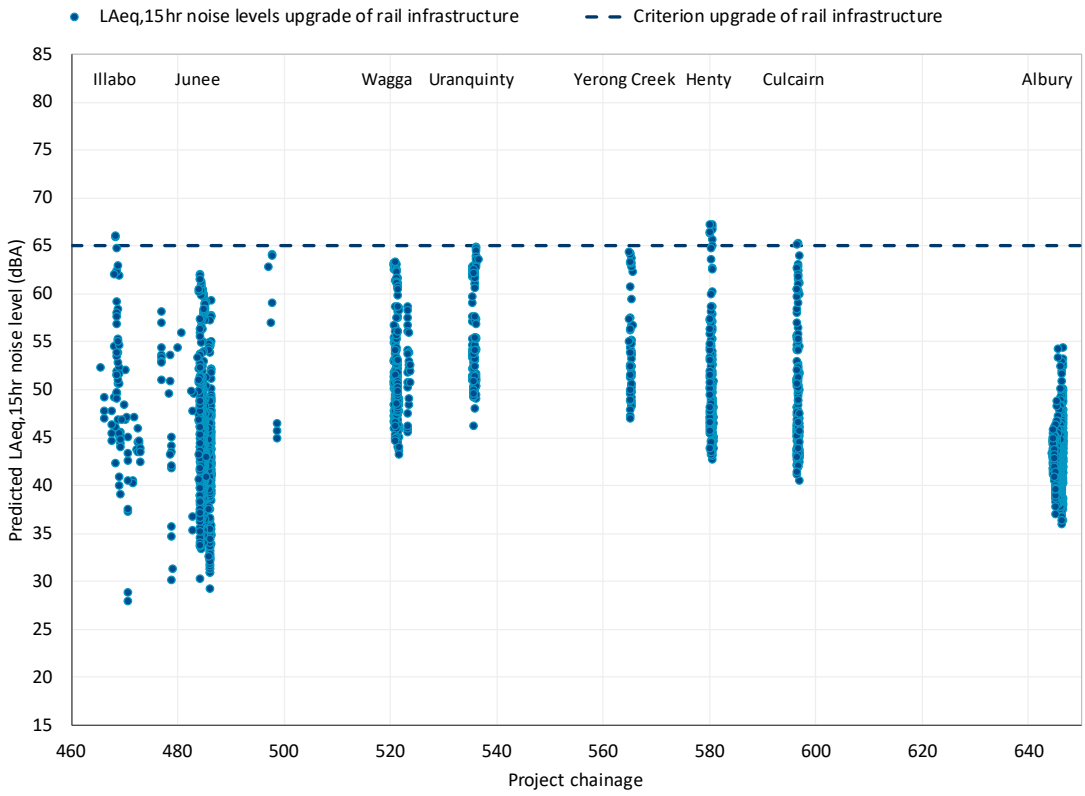


6.3.4 Year 2040- daytime L_{Aeq}

The predicted daytime $L_{Aeq(15hour)}$ rail noise levels at sensitive receivers are presented in **Figure 13** and **Figure 14**.

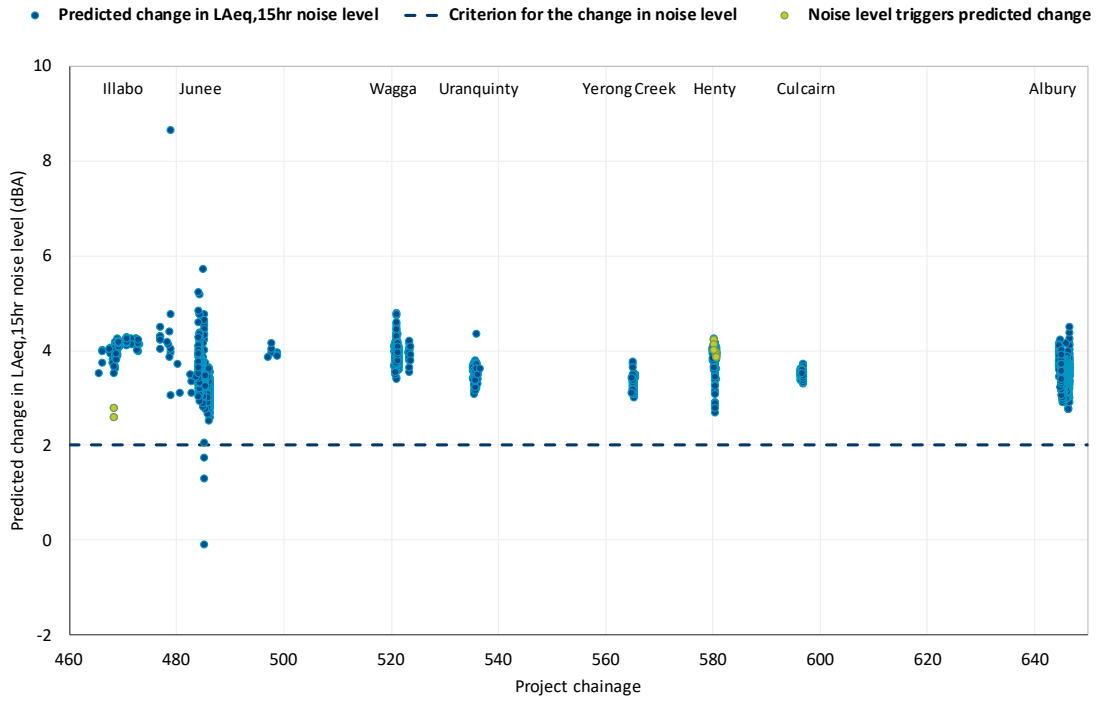
For the residential receivers in all work areas except for Henty Yard and Illabo, the predicted noise levels are within the daytime criterion of 65 dBA $L_{Aeq(15hour)}$. Residences at Henty Yard have predicted future daytime noise levels of up to 67 dBA, with daytime L_{eq} increases of up to 4.2 dB predicted for six of these receivers. Therefore, the RING criteria is predicted to be exceeded at seven residences in the Henty Yard work area. At Illabo, the highest predicted increase in daytime L_{eq} noise level at the receivers exceeding this threshold is less than 2.0 dB, therefore the RING criteria is predicted to be met at all residences in Illabo.

Figure 13 Predicted daytime $L_{Aeq(15hour)}$ noise levels- Year 2040



Note: Several receiver points are on or slightly above the criterion line at Illabo and Culcairn. Results at these receivers when rounded to whole decibels did not exceed the criteria.

Figure 14 Predicted change in daytime $L_{Aeq(15hour)}$ noise levels- Year 2040



6.3.5 Year 2040- night-time L_{Aeq}

The predicted night-time $L_{Aeq(9hour)}$ rail noise levels at the sensitive receivers are presented in **Figure 15** and **Figure 16**.

The most-affected residential receivers are predicted to exceed the RING night-time threshold of 60 dBA $L_{eq(9hour)}$, by up to 7 dB. However, the predicted increase in night-time L_{eq} noise level at these receivers is less than 2.0 dB, therefore the RING criteria is predicted to be met at all residences across the A2I project for this scenario.

Figure 15 Predicted night-time $L_{Aeq(9hour)}$ noise levels- Year 2040

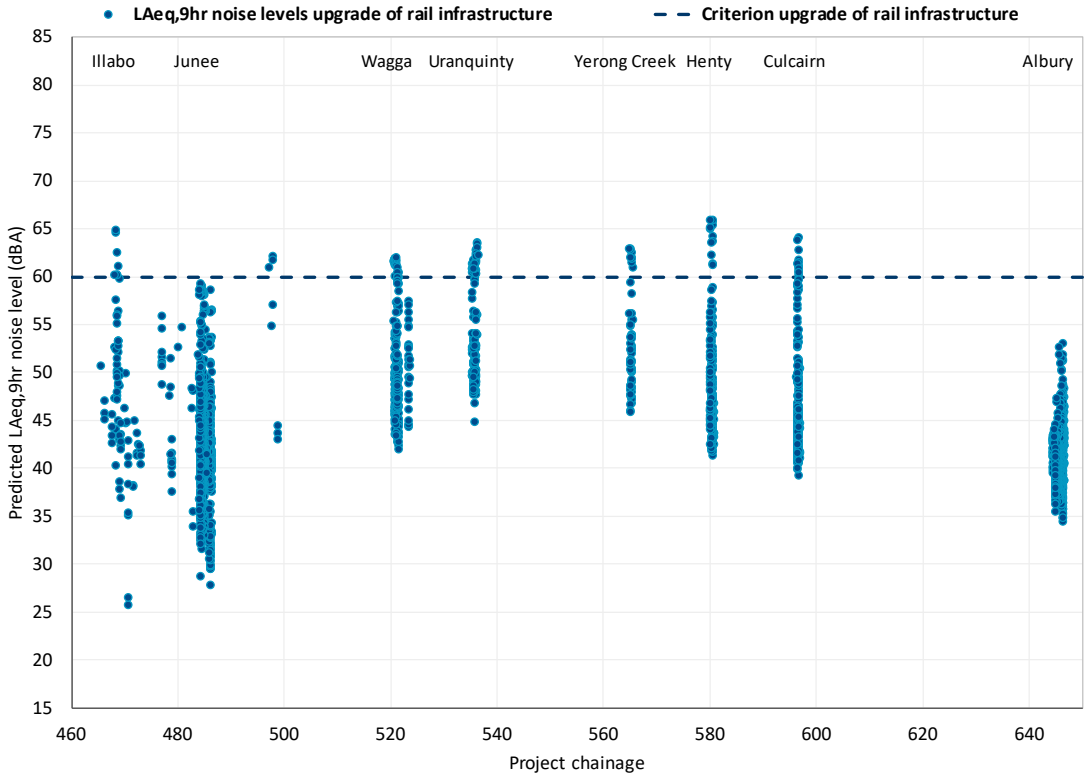
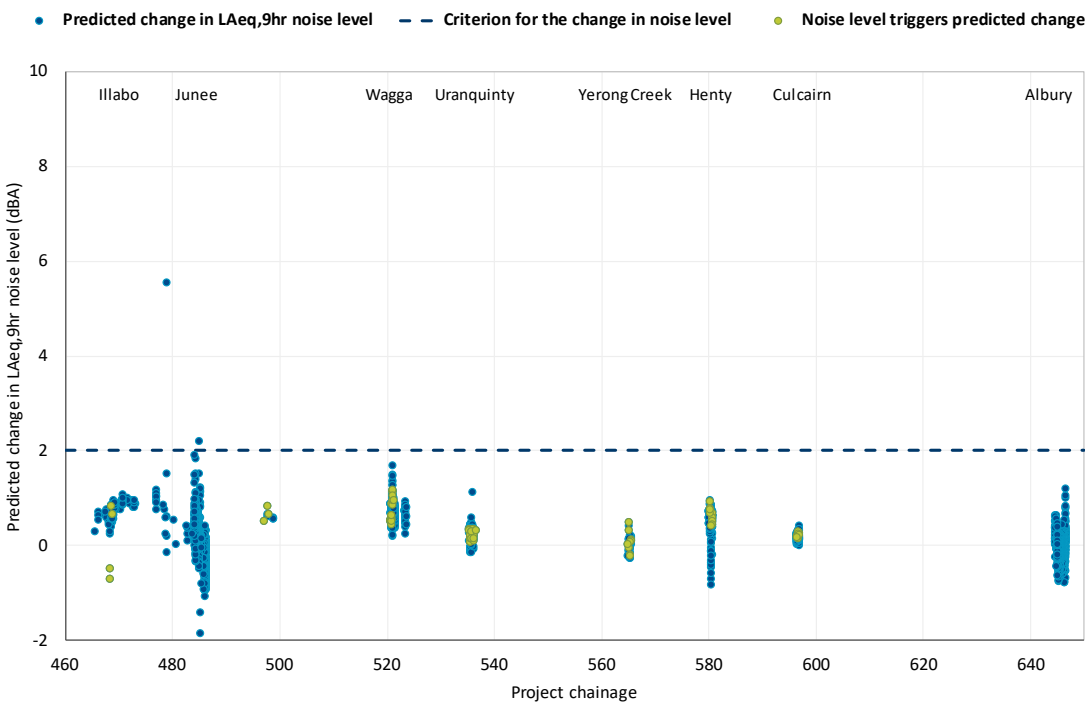


Figure 16 Predicted change in night-time $L_{Aeq(9hour)}$ noise levels- Year 2040



6.3.6 Year 2040- L_{Amax}

The predicted L_{Amax} rail noise levels at the sensitive receivers are presented in **Figure 17** and **Figure 18**.

The most-affected residential receivers are predicted to exceed the RING threshold of 85 dBA L_{max}, by up to 12 dB. However, the highest predicted increase in L_{max} noise level at the receivers exceeding this threshold is less than 3.0 dB, therefore the RING criteria is predicted to be met at all residences across the A2I project for this scenario.

Figure 17 Predicted L_{Amax} noise levels- Year 2040

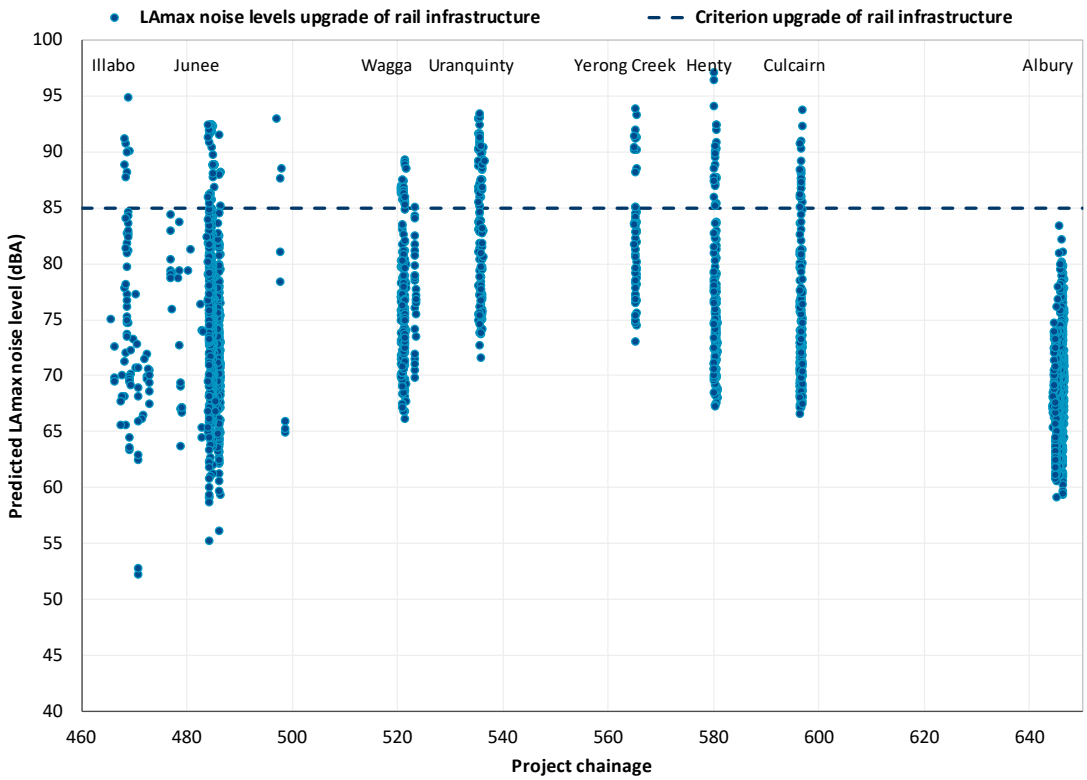
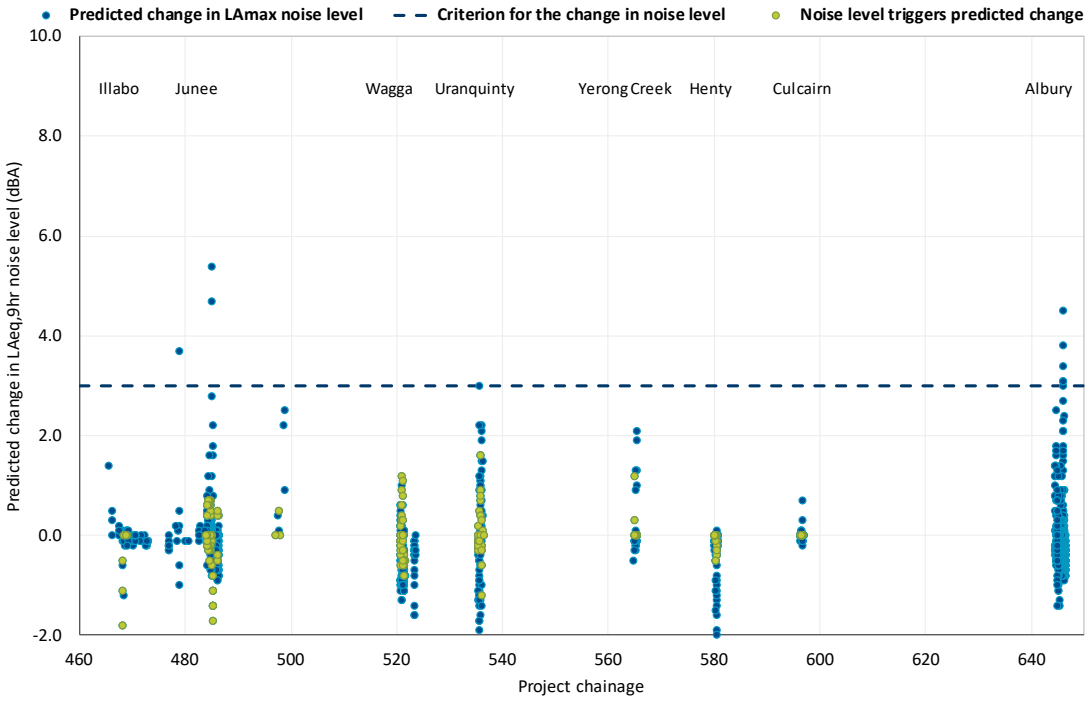


Figure 18 Predicted change in night-time LAmax noise levels- Year 2040



6.4 Railway noise levels at non-residential receivers

Railway noise levels were predicted at buildings and properties identified as being noise sensitive receivers other than residential and are presented in **Figure 19** and **Figure 20.**

Figure 19 Year 2040 Predicted daytime $L_{Aeq(15hour)}$ noise levels for non-residential receivers

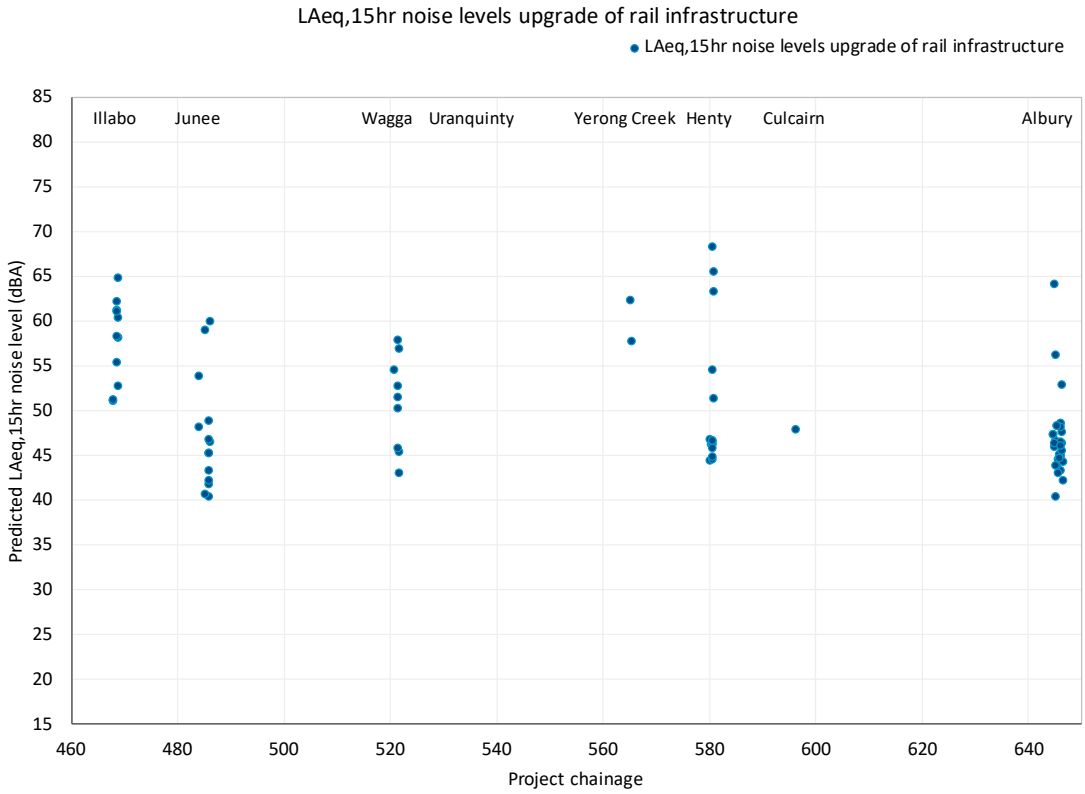
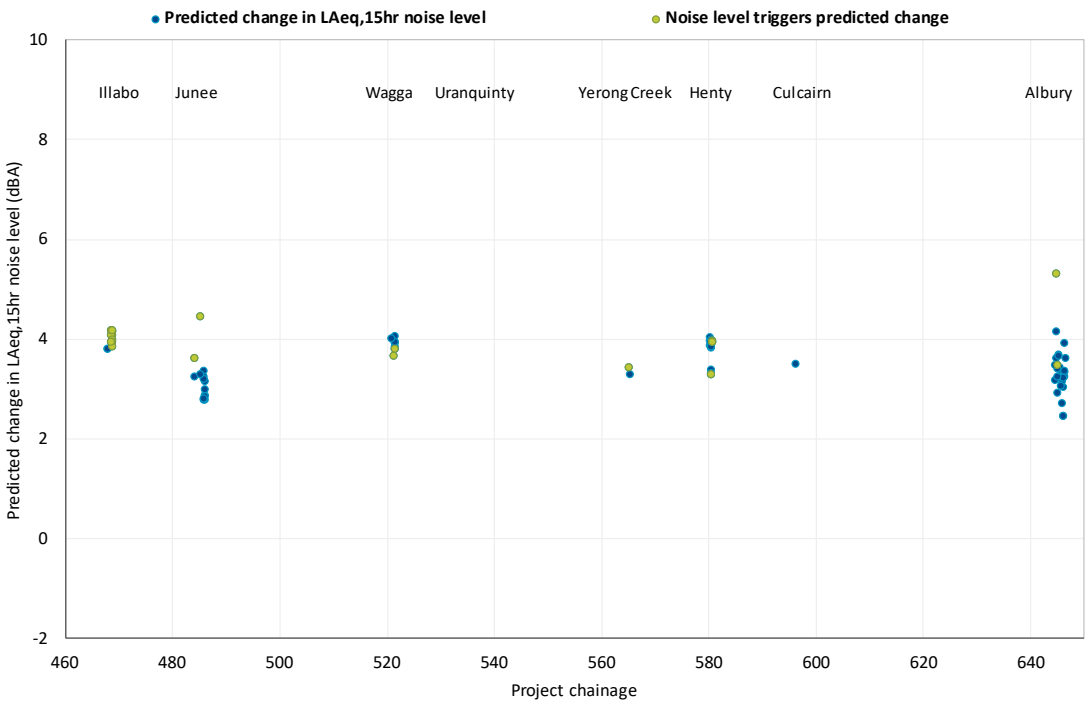


Figure 20 Year 2040 Predicted change in daytime $L_{Aeq(15hour)}$ noise levels for non-residential receivers



To assess potential internal railway noise levels, a conservative 7 dBA reduction was applied to the predicted external railway noise levels at the building façade to estimate the internal noise levels where windows are open for ventilation.

Some school buildings may be used for accommodation, however this usage would result in higher trigger levels. Therefore, where the usage of a school building is not currently known, educational usage has been assumed for the building. This is a conservative approach, since the external trigger levels are lower for educational uses than residential. Based on the school site plans received on 20/08/2021, the nearest boarding house to the railway line is located at the Kildare Catholic College. The predicted year 2040 noise levels for this boarding house are up to $L_{Aeq(15hour)}$ 57 dBA daytime, $L_{Aeq(9hour)}$ 56 dBA night-time and 85 dBA L_{max}, which are below the trigger levels for accommodation uses. The boarding house at Scots School Albury is located further from the railway (than at Kildare Catholic College), and the noise levels for this boarding house are also below the trigger levels for accommodation uses.

The assessment has assumed that of the non-residential sensitive receiver types (see **Section 3.2.2**), only the hospitals and accommodation buildings would be in use during the night-time period of 10.00 pm to 7.00 am. An assessment of both daytime and night-time noise levels has only been conducted for residences, hospitals and accommodation buildings.

Predicted daytime noise levels for sports fields adjacent to the enhancement work areas are all within the 65 dBA $L_{Aeq(15hour)}$ criterion.

The non-residential sensitive receivers predicted to trigger the project noise criteria in year 2040 are detailed in **Table 20**.

Table 20 Non-residential receivers predicted to trigger project noise criteria (year 2040)

Sensitive receiver	LAeq(1hr) noise levels Year 2040, dBA	
	Daytime	
	Outside	Inside
Riverina Highway Bridge work area		
Scots School Albury	65	58
Henty Yard work area		
Headlie Taylor Header Museum	68	61
Yerong Creek Yard		
Yerong Creek Public School	62	55
Wagga Wagga Yard section 1		
Kildare Catholic College	57	50
Wagga Wagga Yard section 2		
South Wagga Public School	53	46
Junee		
Junee North Public School	54	47
Junee Baptist Church	56	49
Junee to Illabo		
Illabo Public School	65	58

For year 2025, the predicted daytime $L_{Aeq(1h)}$ noise levels are 0.6 to 0.8 dB lower than for year 2040. All of the non-residential receivers listed in **Table 20** are also predicted to trigger the project noise criteria in year 2025 (South Wagga Public School remains above 45 dBA $L_{eq(1hr)}$ due to rounding).

6.5 Operation of level crossings

Whilst the level crossings and train horns are a potential source of noise in the local environment, the daytime and night-time noise emissions from the level crossings met the noise criteria at all sensitive receivers. The railway noise levels at most sensitive receivers were determined by the train movements on the main line track.

The noise from the level crossings, particularly the train horns, have the potential to be audible at sensitive receivers and recommendations have been provided in this report to assist the management of noise associated with the level crossings.

6.6 Idling trains at crossing loops

The assessment of L_{Aeq} and L_{Amax} railway noise levels in the previous sections included the contribution of railway operations at the crossing loop. A review of the predicted noise levels at the nearest sensitive receivers determined the noise level contribution from the crossing loop was up to $L_{Aeq(15hour)}$ 61 dBA daytime, $L_{Aeq(9hour)}$ 60 dBA night-time and 66 dBA L_{max}, with the highest contributions being present within the Albury package.

The predicted noise levels from the crossing loops were within the RING criteria and are lower than the railway noise levels from the daily train passby events on the main track. Because the crossing loop is within 4.5 m of the main line track, it is not expected to be the primary influence on the overall daytime and night-time predicted noise levels at the sensitive receivers.

6.7 Rail noise characteristics

The potential impacts of noise from railway operations can be influenced by the characteristics of source noise emitted from the train passbys and rail operation at the crossing loops. A noise spectrum for a typical freight train passby events is detailed in **Figure 21**.

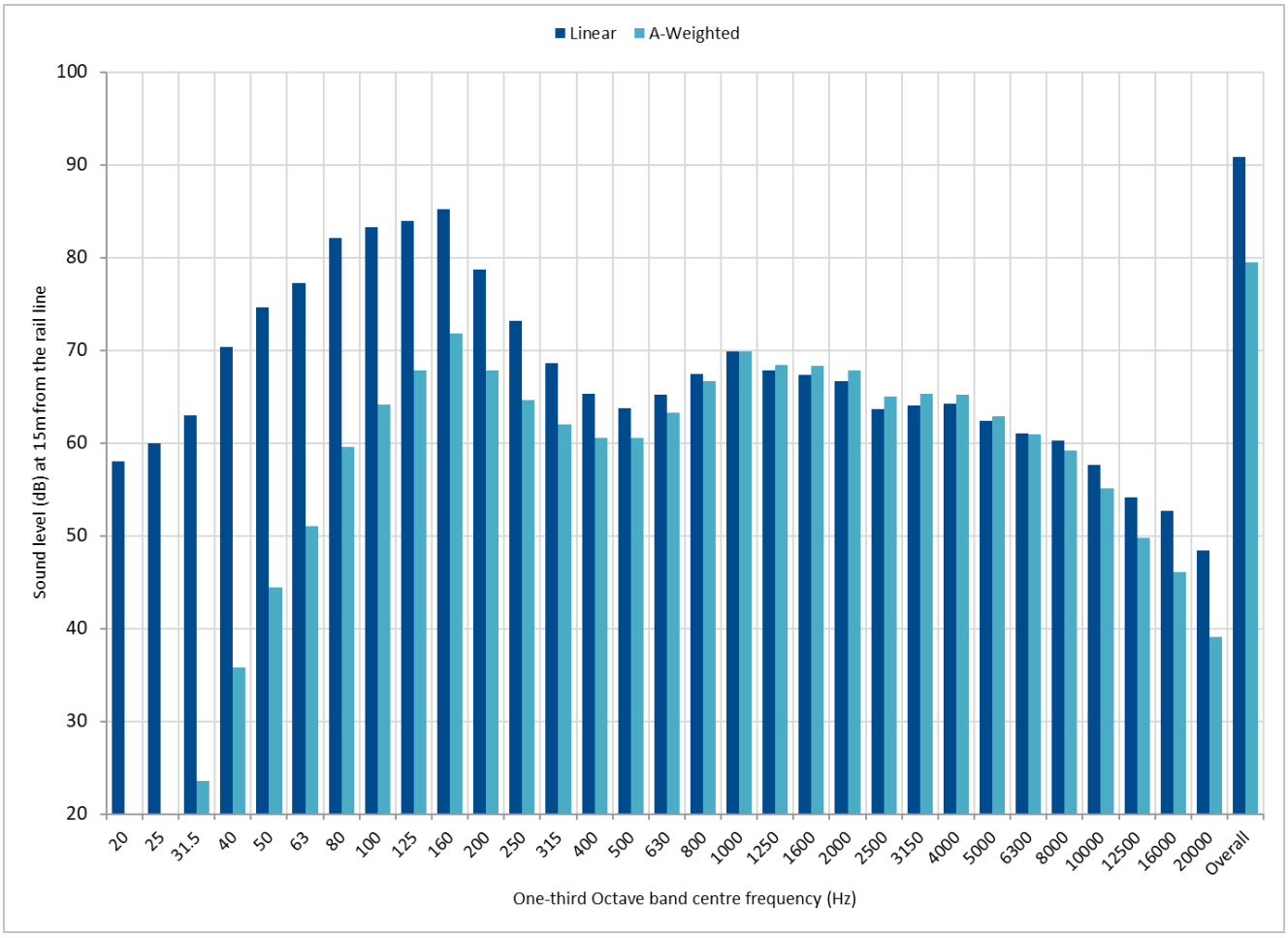
The noise spectrum was derived from measurement of noise levels of 149 rail freight movements from existing rail lines on Inland Rail. The noise levels were measured at 15 m from the single rail line where trains were operating at approximately 60 km/h.

The typical train passby spectra identifies there is a prominent contribution of noise in the low frequency range between 80 Hertz (Hz) and 250 Hz at 15 m from the rail line. The diesel-electric locomotive engines and exhaust systems were the primary source of the low frequency noise content during the measured train passby events.

Where locomotives noise emissions have a low frequency noise content in proximity to the rail line (200 m for example) it does not mean that low frequency noise characteristics will necessarily be experienced at sensitive land uses.

The ability to detect features, such as low frequency noise, will also depend on the contribution of the other sources of noise in the local environment, which may influence an individual's perception of the loudness and character of the rollingstock noise.

Figure 21 Example noise emission spectra for rail freight



Note Noise spectra determined as the logarithmic average of daily coal and freight train passbys as measured at 15 m from the rail centreline.

The Nordic noise modelling methodology (Kilde 130) provides the overall A-weighted level of railway noise, it does not provide the frequency spectra for rollingstock noise at individual sensitive receivers. Notwithstanding, based on the typical frequency content of diesel electric locomotives, it is reasonable to assume that where railway noise would be clearly audible above the ambient noise environment there may be low frequency noise content in the passby noise emission.

Analysis of the noise spectrum did not identify prominent tones at specific frequencies, and the noise emission from the rollingstock operations is not expected to include tonal noise characteristics.

Other general characteristics of railway noise are summarised as follows:

- Bunching or stretching can occur when the couplings on a train are subject to sudden changes in force during acceleration and deceleration, this can cause short-lived 'squeaks' and 'bangs'. Events of this nature may have subjective impulsive noise characteristics, although not necessarily quantified as impulsive noise at nearest sensitive receivers. Noise events from bunching or stretching have been assessed at the crossing loops proposed on the Proposal.

- Short-lived 'booming' noise with potential low frequency characteristics can be caused by empty containers and wagons resonating. The occurrence of noise events of this nature is not readily forecast and have not been specifically accounted for in the noise modelling at this EIS stage.
- When trains depart from the crossing loops the locomotives may be required to initially operate under a high notch setting to accelerate from a standing position. This can cause increased noise emissions from the locomotives which may result in a perceptible increase in railway noise for a short time interval nearby to the crossing loops. Given the short duration of such events adjacent to the main track, the event would not be expected to influence the railway noise levels over the 15-hour daytime and 9-hour night-time assessment periods.
- Curving noise, such as wheel-squeal, can result in prominent tonal noise emissions. The Proposal includes a relatively short section of a tight-radius curve where the Proposal ties into the existing rail corridors. Corrections for potential curving noise were included in the noise prediction modelling at these locations. The noise modelling identified the noise criteria were not triggered as a result of curving noise.
- The condition of the track can be a primary influence on the rolling noise from the locomotives and the wagons. Features such as corrugation (deformation of the track) increase the roughness of the rails which can cause increased noise levels on both straight track and curves. The Proposal will be newly constructed rail that shall be designed for freight rail and subject to periodic maintenance.
- Features such as jointed track can increase rolling noise. The track for Inland Rail will be continuously welded rail which reduces the likelihood of 'clickety-clack' sounds from the wheel-rail interface.

6.8 Potential for sleep disturbance

The L_{Amax} (maximum) NSW RING rail noise trigger levels are designed to manage the potential for sleep disturbance impacts. For both the 2025 opening year and the 2040 design year, 210 residential receivers are predicted to exceed the 85 dBA L_{max} threshold. However when L_{max} noise levels at these receivers are compared against existing rail noise levels and the RING criteria they did not trigger exceedances (as per **Section 6.3.3** and **Section 6.3.6**).

Railway noise has the potential to be audible at sensitive land uses, both externally and internally, even where the noise management criteria are achieved. To further the evaluation of potential for noise related impacts, the assessment has referenced guidance on sleep disturbance from the World Health Organisation (WHO).

The WHO guideline Night Noise Guidelines for Europe (2009) recommends that internal (indoor) noise levels are not above L_{Amax} 42 dBA to preserve sleep quality. The WHO guideline level corresponds to a conservative external (outdoor) level of L_{Amax} 49 dBA, allowing for a conservative 7 dBA difference between indoor and outdoor noise levels where windows at rural residential properties are open for ventilation.

Further advice from the WHO also acknowledges the establishment of relationships between single event noise indicators, such as L_{Amax}, and long-term health outcomes remains tentative. In this regard, the new Environmental Noise Guidelines for European Region (2018) do not recommend specific L_{Amax} levels for rail noise emissions.

Note that individuals will respond to noise differently, and just because railway noise can be audible does not mean it will cause disturbance or annoyance impacts. Where sensitive residential land uses are proposed to be developed within the study area, it would also be expected that residential property, complying to Australian building codes and standards, would achieve façade noise reductions greater than the conservative 7 dBA assumption applied in this assessment.

6.9 Consideration of local weather on railway noise

The regional weather conditions have the potential to influence the propagation of noise within the local environment. Downwind from a noise source the wind conditions can enhance the propagation of noise and equally being upwind of a noise source, the wind conditions act to suppress noise propagation.

Temperature inversion conditions occur where the temperature of a layer of air in the atmosphere increases with height, rather than the typical conditions where air temperature decreases with height. This effect causes a layer of cool, still air being trapped below the warmer air.

Temperature inversion conditions are most likely to occur during the early morning and night-time periods during the winter months. The stable conditions, with little or no vertical air movement of the cool air layer, can result in a refraction of sound waves and potentially enhance the propagation of noise over large distances.

The potential for railway noise at individual sensitive receivers to be influenced by the local weather conditions will be based on the complex interaction between the moving noise source (train passby), the varying frequency content of the received noise, the weather conditions in the region and the local environment.

Whilst there may be periods when the weather conditions influence the propagation of noise from train passby events, the railway operation are forecast to be 1 to 2 train movements per hour with audible passby events likely to be 2 to 5 minutes in duration.

The combination of the duration and intermittency of the train passbys would diminish the influence of weather conditions on the railway noise levels assessed over the 15-hour daytime and 9-hour night-time periods.

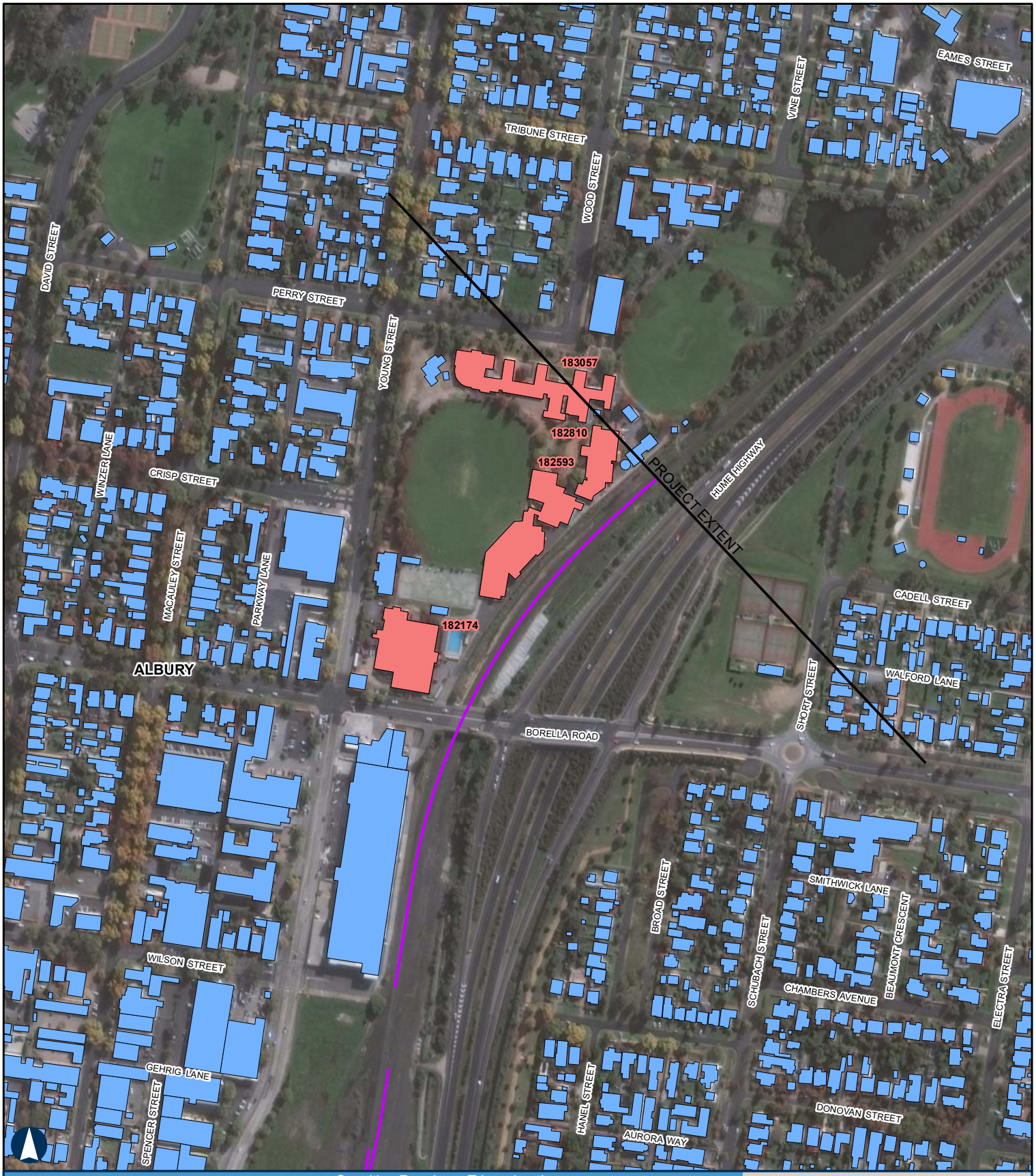
The daily noise levels from the steady state noise emissions from idling trains at the crossing loops can be more readily influenced by local weather conditions than noise from the transient train passbys. The ISO methodology applied for the calculation of noise levels from the crossing loop and level crossings included an allowance for downwind noise enhancing weather conditions and/or moderate temperature inversions.

6.10 Receivers triggering the investigation of noise mitigation

The review of noise mitigation is triggered at the locations shown in **Table 21** below, for both the year 2025 and year 2040 scenarios.

Table 21 Receivers triggering the investigation of noise mitigation

Receiver	Figure number
Scots School Albury (multiple buildings)	Figure 22
Henty Yard work area- seven residences and the Headlie Taylor Header Museum (ID 198936)	Figure 23
Yerong Creek Public School	Figure 24
Kildare Catholic College	Figure 25
South Wagga Public School	Figure 25
Junee North Public School	Figure 26
Junee Baptist Church	Figure 26
Illabo Public School (multiple buildings)	Figure 27



ALBURY TO ILLABO - Albury Redesign

Sensitive Receivers Triggering the Investigation of Noise Mitigation - Riverina

Figure 22

100 m

Coordinate System: GDA 1994 MGA Zone 55

Redesign Rail Alignment/Centreline

Triggered Sensitive Receivers

Receivers

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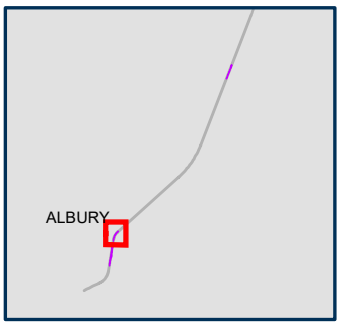

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Author: JG

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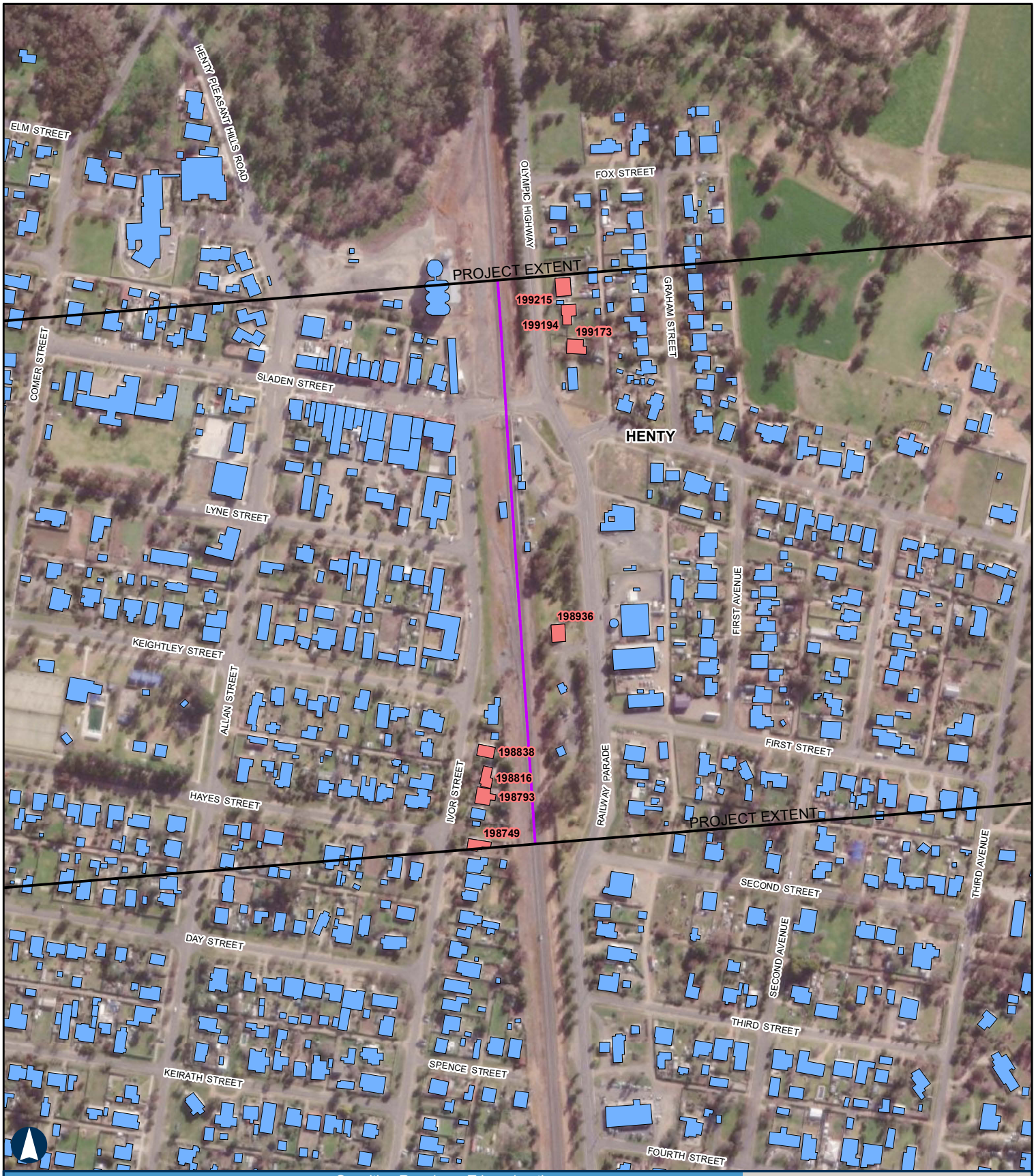


ALBURY TO ILLABO - LGH Redesign

Sensitive Receivers Triggering the Investigation of Noise Mitigation - Henty Yard

Figure 23

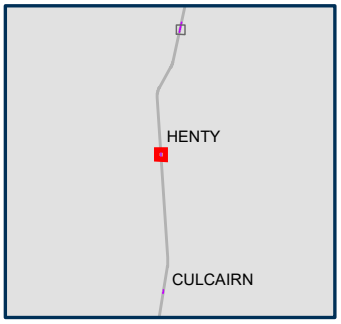
100 m

Coordinate System: GDA 1994 MGA Zone 55

Redesign Rail Alignment/Centreline

Triggered Sensitive Receivers

Receivers



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ALBURY TO ILLABO - LGH Redesign

Sensitive Receivers Triggering the Investigation of Noise Mitigation - Yerong Creek Yard

Figure 24

100 m

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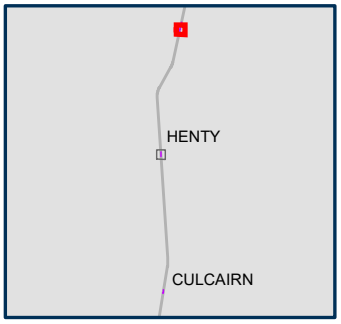
Triggered Sensitive Receivers

Receivers



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ALBURY TO ILLABO - Wagga Redesign

Sensitive Receivers Triggering the Investigation of Noise Mitigation - Wagga Yard

Figure 25

100 m

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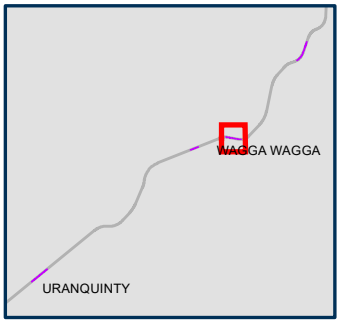
Redesign Rail Alignment/Centreline

Triggered Sensitive Receivers

Receivers



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ALBURY TO ILLABO - Junee Redesign

Sensitive Receivers Triggering the Investigation of Noise Mitigation - Olympic Highway

Figure 26

100 m

Coordinate System: GDA 1994 MGA Zone 55

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Triggered Sensitive Receivers

Receivers

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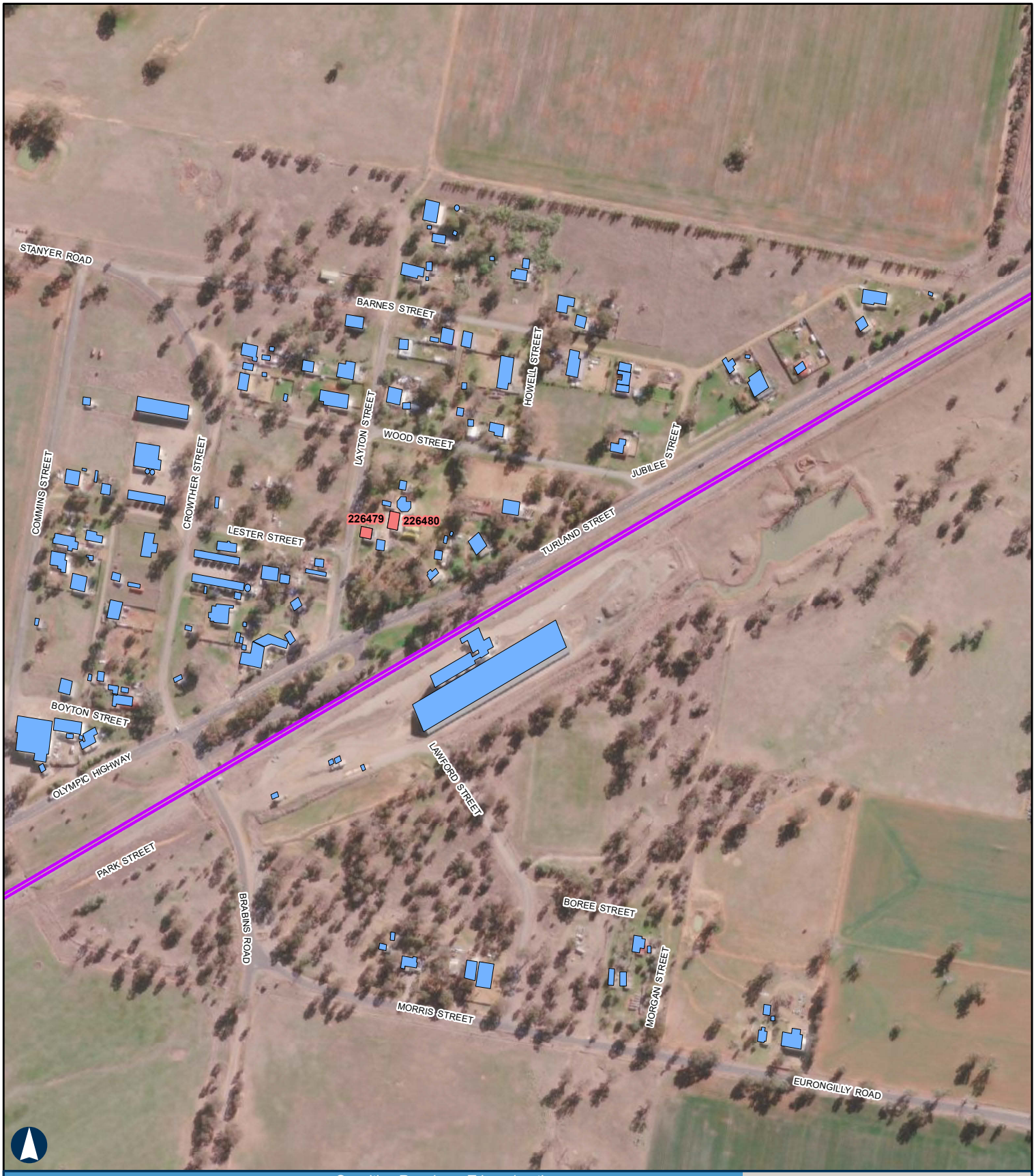

ALBURY TO ILLABO - Junee Redesign

Sensitive Receivers Triggering the Investigation of Noise Mitigation - Junee to Illabo Clearances

Figure 27

100 m

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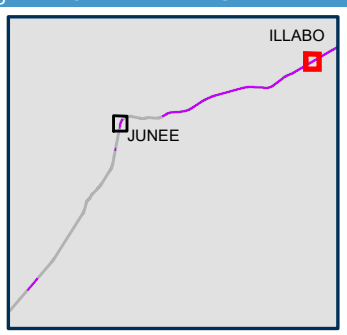
Redesign Rail Alignment/Centreline

Triggered Sensitive Receivers

Receivers



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7 Ground-borne noise assessment

7.1 Approach

The ground-borne vibration from train passbys can be sufficient to cause floors or walls of the structure to vibrate and this can result in an audible low frequency rumble inside buildings, referred to here as ground borne noise or regenerated noise. The potential for ground-borne noise is highly dependent on the arrangement, construction, and condition of a property.

The specific building types and construction details of the sensitive receivers are not known and could have substantial variations in rural areas. To conservatively estimate the ground-borne noise levels at sensitive receivers, the assessment applied the following key assumptions:

- No coupling loss between the ground and the receiver building structures to account for loss of energy as vibration enters the building footings.
- No floor amplification effects or floor-to-floor losses within the receiver structures.
- Use of a vibration to sound pressure (noise) conversion factor of -32 dB[1].
- Application of a 0.05 per metre damping loss estimated from the rail vibration measurements described in **Section 7**.

7.2 Ground-borne noise from train passbys

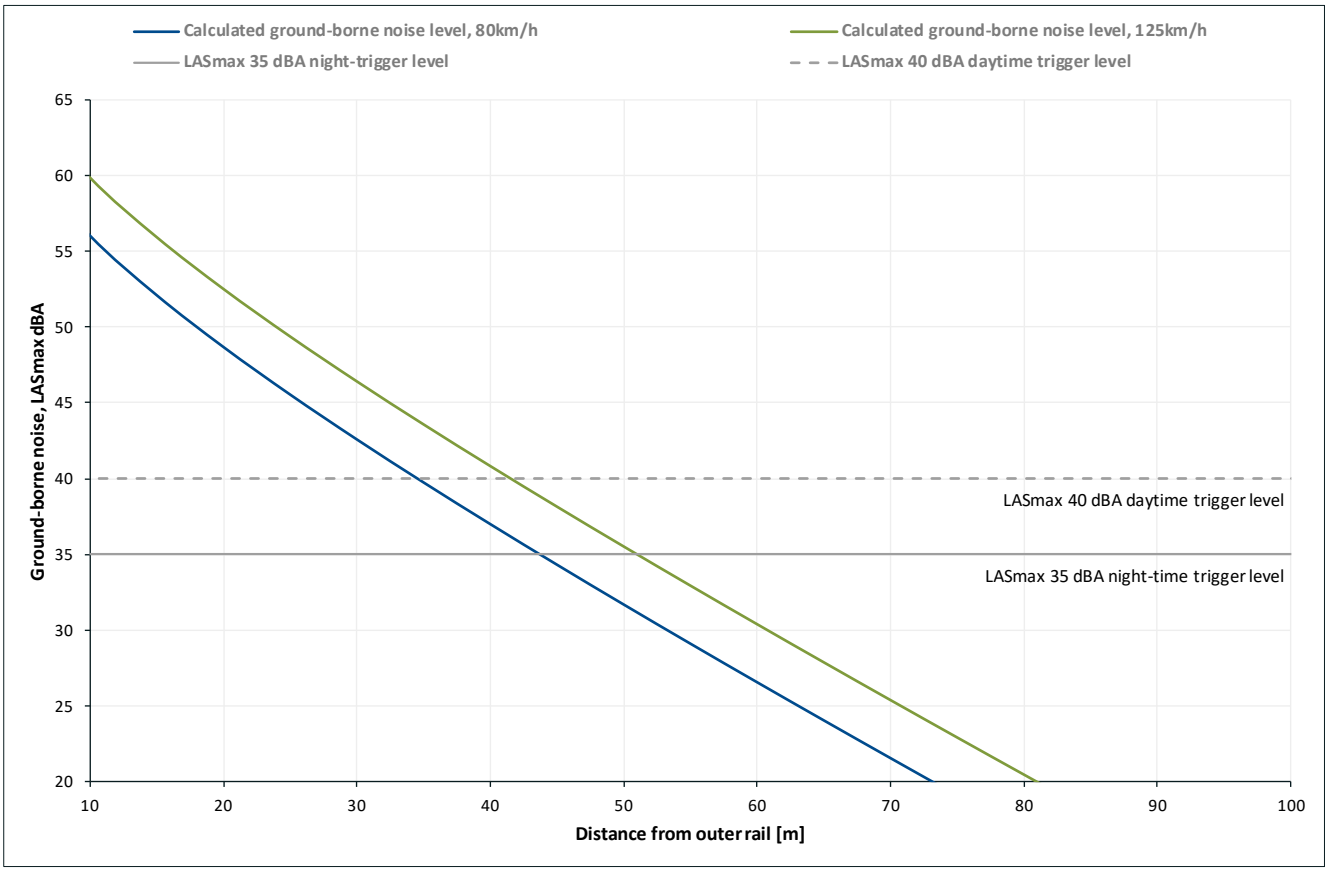
The calculated ground-borne noise levels in decibels, at increasing distance from the outer rail, are detailed in **Figure 28**. The ground-borne noise levels are presented for a train speed of up to 125 km/h, however the train speeds in some work areas are slower, as per the speed profiles. It is to be noted that if coupling losses for the receiver building structure were to be included, the internal ground-borne noise levels would be less than the predictions used for this assessment.

Based on the train speeds proposed for each A2I work package, the following offsets have been calculated as the distances where the L_{ASmax} 40 dBA daytime and L_{ASmax} 35 dBA night-time ground-borne noise assessment criteria are predicted to be met:

- Albury package: 45 metres
- Greater Hume – Lockhart package: 45 metres
- Wagga Wagga package: 48 metres
- Junee Package: 45 metres

[1] Acoustics and Noise Consultants, Guideline "Measurement & Assessment of Groundborne Noise & Vibration", 2nd Edition 2012.

Figure 28 Calculated ground-borne noise levels from train passbys



Most identified sensitive receivers are outside of these offset distances, therefore the ground-borne noise criteria are predicted to be met at these receivers. The receivers where the ground-borne noise trigger levels are predicted to be exceeded are:

- At Scots School Albury, receivers ID 182174, ID 182593 and ID 182810 are 37m, 25m and 27m from the rail line respectively. The airborne noise modelling for the years 2025 and 2040 indicates that these buildings are predicted to exceed the nominated airborne noise criteria. As per methodology listed in the RING, the assessment of ground borne noise is not required where the airborne noise contribution is dominant, as is the case in this instance.
- In the Henty Yard work area, 3 residential receivers are located within 30-35m of the track, however as airborne noise levels during train passby are predicted to be the dominant noise contribution at these locations, the RING methodology does not require further consideration of ground-borne noise for these receivers.

A comparison of internal airborne and groundborne noise levels has been conducted at the facades facing away from the railway, at the worst-case location. This comparison found that airborne noise is the dominant source at these facades. It is uncommon for habitable rooms to be located away from facades, however this should be confirmed for the relevant buildings at the Detail Design stage. If groundborne noise is a dominant source and predicted to exceed the trigger levels at these locations, then vibration-attenuating trackform designs should be considered.

8 Vibration assessment

8.1 Approach

To inform the assessment of potential ground-borne vibration from the railway operations, guidance was referenced from ISO 14837[1] on the recommended assessment requirements for new rail systems, including definitions of:

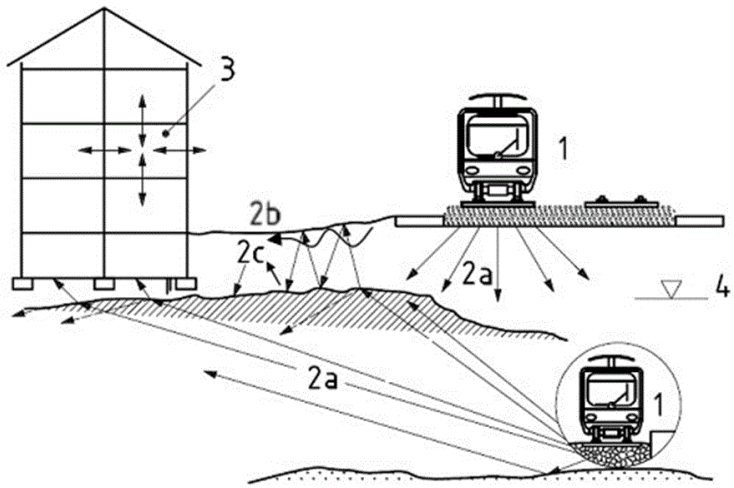
- **Scoping Model** at the very earliest stages.
- **Environmental Assessment Model** during planning process and preliminary design.
- **Detailed Design Model** to finalise extent and form of mitigation for construction.

For this assessment, a combined Scoping Model with elements of an Environmental Assessment Model was adopted. In accordance with the ISO standard, modelling for ground-borne noise and ground-borne vibration considers key parameters that are critical in determining the likely range levels of ground-borne noise and vibration and the benefits (or otherwise) of different design and mitigation options.

An overview of the modelling approach is illustrated in **Figure 29**. The approach considers the source vibration levels, the vibration propagation between the surrounding environment and nearby building foundations, and the propagation of vibration within the building elements.

[1] International Standards Organisation, 2005. ISO 14837-1 2005 "*Mechanical vibration - Ground-borne noise and vibration arising from rail systems - Part 1: General guidance*.

Figure 29 Example of rail vibration source, propagation and receiver system



Key

1 source
2 propagation:
  2 a body waves (compression, shear)
  2 b surface waves (e.g. Rayleigh, Love)
  2 c interface waves (e.g. Stoneley)
3 receiver (vibration, re-radiated noise)
4 water table

NOTE The components of the system comprising source, propagation and receiver are interdependent.

The modelling has been carried out using a combination of theoretical and empirical relationships to determine the attenuation and/or amplification of ground-borne vibration levels with assumptions that include:

- Single frequency overall values vs distance.
- No adjustment for buildings of substantially greater mass or size than those used to inform published data (conservative).
- A crest factor[1] of 4.

The assessment referenced measured rail vibration levels from existing freight services on rail corridors that will form part of Inland Rail in NSW and Victoria. The source vibration data referenced in this assessment is provided in **Appendix B**.

Previous measurement and assessment of ground-borne vibration from existing rail freight corridors indicates that potential for ground-borne vibration impacts would be limited to sensitive receivers located within 100 m of the proposed tracks. Predicted levels at properties beyond this distance are routinely expected to be within assessment criteria and the integrity of building structures is unlikely to be compromised by passing trains.

The calculation of ground-borne vibration from above ground rail operations refrained from applying estimated adjustments, such as loss of vibration energy as it is transferred to buildings (coupling loss), where adjustments could infer there would be no risk of impacts from ground-borne vibration outside of the rail corridor.

[1] Ratio of peak to root mean square (RMS) velocity level.

8.2 Ground-borne vibration from train passbys

The effects of vibration in buildings can be divided into two broad categories which are considered further in the following sections where the:

- Occupants or users of the building are inconvenienced or possibly disturbed either from tactile vibration or audible noise generated from the building vibration ('comfort risk').
- Building contents or internal linings may be noticeably affected or where the integrity of the building or the structure itself may be prejudiced ('cosmetic damage risk').

Rail vibration is generated in the rail wheel interface and factors influencing the vibration levels from the passage of a train include:

- Rail roughness and wheel roughness.
- Wheel and rail defects (ie out of round or flat spots on wheels, rail joints).
- Vehicle suspension characteristics.
- Track type (eg ballasted versus direct fixation), stiffness of the track bed, rail fastener stiffness.
- Train speed.
- Resonances within the rail vehicle bogie.

Axle loads have a negligible impact on the train vibration levels as the unsprung mass (that is wheels, axles, brakes) are dynamically separated from the sprung mass. Consequently, train vibration assessments make no distinction between empty and full trains (be it freighters or passengers). By analogy, the difference between single stacked and double stacked freight trains will not change assessment outcomes with respect to the effects of vibration.

As vibration levels from rail passbys are largely dependent on the rail/wheel interaction, the addition of inland rail trains between Albury and Illabo is not expected to change train vibration levels and therefore do not impact on the assessment outcome with respect to structural damage. However, there will be an increased number of train passbys which will increase the vibration dose and influence human comfort.

8.2.1 Human Comfort

The VDV results were estimated based on daily train movements for the 2040 design year and the forecast train speeds. Estimated VDV levels for trains at up to 145 km/h for passenger trains and up to 125 km/h for freight were applied to determine the minimum offset distance from the outer rail of the Proposal where the ground-borne vibration criteria would be expected to be achieved.

Offset distances to achieve the daytime and night-time rail vibration criteria are shown in **Table 22**.

Table 22 Screening assessment of ground-borne vibration levels

Work package	Estimated offset to meet vibration criteria, subject to detailed review		Receivers within the offset distance
	Daytime (0.2 $m/s^{1.75}$)	Night-time (0.13 $m/s^{1.75}$)	
Albury	8 m (18 trains)	10 m (8 trains)	None
Greater Hume – Lockhart	10 m (16 trains)	12 m (8 trains)	None
Wagga Wagga	10 m (16 trains)	12 m (8 trains)	None
Junee	10 m (16 trains)	12 m (8 trains)	None

Note The estimated offset distances are based on the VDV reference, actual vibration levels at individual receivers can vary from the calculated levels due to the rail infrastructure and geological conditions.

VDV levels calculated applying the W_b-weighted vibration levels as per BS 6472 (2008 version).

The screening assessment in **Table 22** shows that the human comfort vibration criteria are predicted to be met for sensitive buildings adjacent to the A2I enhancement work areas.

8.2.2 Structural and Cosmetic Damage to Heritage and other Structures

As described in **Section 8.2** above, vibration levels from rail passbys are primarily governed by rail/wheel roughness and the rolling speed. The addition of inland rail trains would not change these factors and a change in vibration levels when expressed in terms of PPVs from that already experienced at structures adjacent the railway is not expected as a result the project.

At heritage sites identified near the enhancement work areas – which includes heritage listed stations and platform structures – the distance from the listed structure to the nearest railway track is not proposed to change significantly. Therefore, vibration levels at the listed structures are not expected to significantly change from levels currently experienced.

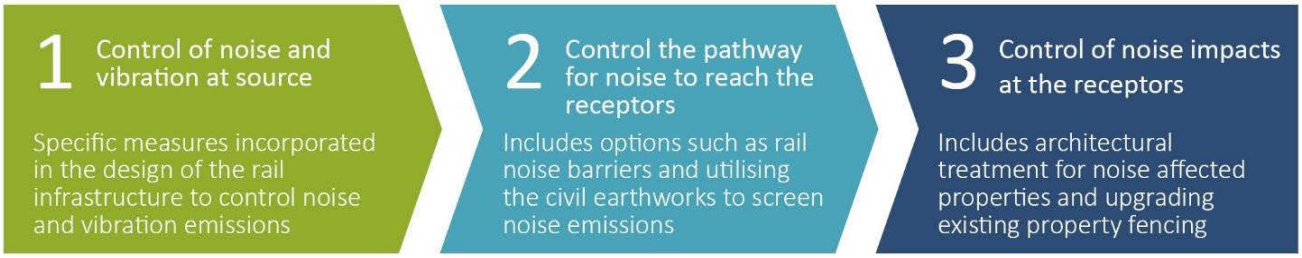
The vibration criteria for adjacent infrastructure are significantly higher than for human comfort and heritage structures (i.e. at least 50mm/s as per **Section 3.4**) and it is expected that all buildings and structures will experience passby vibration levels well below this criterion. As such, operation as per the proposal is not considered to change the risk of cosmetic damage to these buildings and structures.

9 Recommendations

9.1 Reasonable and feasible mitigation measures

Mitigation measures shall be investigated where the predicted or monitored railway noise, ground-borne noise or ground-borne vibration levels are determined to be above the criteria. The investigation of noise and vibration mitigation for the Proposal follows a hierarchy of control options, as summarised in **Figure 30**.

Figure 30 Hierarchy of noise and vibration mitigation measures



On Inland Rail, ARTC is applying the following strategy as the basis for selecting reasonable and feasible noise mitigation:

- Noise barriers are generally only considered where groups of triggered sensitive receivers are apparent. For isolated sensitive receivers, such as single dwellings in rural areas, noise barriers would generally not be considered.
- The noise mitigation for isolated sensitive receivers is expected to include:
    - At-property architectural treatments to the building (such as increased glazing or facade constructions) to control rail noise inside building; and/or,
    - Upgrades to the receiver property boundary fencing to improve screening of rail noise.
- For two sensitive receivers on the same side of the track, the potential for a noise barrier or architectural treatment of the building will be considered on a case by case basis.
- For three or more sensitive receivers in close proximity on the same side of the track noise barriers will be considered as a primary noise mitigation option.

Further to the above strategy, the selection and specification of as-required noise mitigation also requires the consideration of a of range of safety (operations, maintenance), community (preferences, amenity), engineering (constructability, feasibility), environmental (noise levels, hydrology, visual) and social factors (land-use, connectivity). Whole of life cost and total benefits achieved are also key factors adopted in the final selection, design and implementation of any proposed mitigation option.

The terms ‘reasonable’ and ‘feasible’, with respect to noise mitigation, are outlined below in **Table 23**.

Table 23 Evaluation of reasonable and feasible for noise mitigation

Term	Description	
Feasible	The noise mitigation should be a conventional and available noise mitigation approach. Ideally the option is consistent with industry best practice and does not introduce novel or untried technology. The mitigation should be practical to build with consideration to the constructability, engineering, maintenance and reliability of the option.	
Reasonable	When determining if mitigation is reasonable, the following factors should be considered:	
	Safety	The mitigation should not adversely impact the safety of the public or the safety of implications of rail operations within the rail corridor. For example, pedestrians should be able to audibly and visually detect trains at pedestrian crossings.
	Noise impacts	The effect of the noise mitigation to change aspects such as the overall noise levels, the amenity of the ambient noise environment and how frequently the rail noise levels could trigger mitigation are all considered.
	Noise mitigation benefits	The noise reduction performance achieved by the mitigation is reviewed, along with the perceptible change in noise level that could be experienced.
	Community views	The views of landowners and the community should be consulted and options that have support from the affected community should be considered.
	State government requirements	Consider any State specific requirements for what constitutes reasonable or feasible.
	Cost	The costs should be reasonable in context of the overall project cost and spending on other similarly affected residents. The cost should consider the overall project costs including on-going maintenance. Any residual costs to the community, such as running air-conditioning, should also be reviewed.

9.2 Noise and vibration mitigation options

The assessment concluded that noise levels from rail operations within the A2I enhancement work areas are predicted to exceed the NSW RING trigger levels at the locations listed below. The overall approach to mitigation options is presented in **Table 24**.

Table 24 Potential mitigation options for airborne noise

Measure	Details
Source control	
Design of the rollingstock and rail tracks	Whilst the design of the rails and track systems can be optimised to reduce the wheel-rail noise, it would be unlikely to achieve the required noise reductions of up to L_{Aeq} 2 dB. Nor would it address the noise from locomotive exhausts, which has triggered the investigation of measures to control L_{Amax} noise levels.

Measure	Details
Pathway controls	
Rail noise barriers	Rail noise barriers can be an effective noise mitigation option to control the noise emissions from both the wheel-rail interface and from the locomotives. A noise barrier could potential be designed for the identified group of receivers.
Earth mounds and spoil re-use	At the identifier location a noise mound is unlikely to be considered reasonable to construct due to the required footprint
Receiver controls	
At-property architectural treatments	Typically, measures such as upgraded acoustic glazing, acoustic window and door seals, acoustic insulation for the roof are considered to mitigate noise intrusion. The provision of upgrades to ventilation, such as fresh air ventilation (acoustic ducting) allow windows to kept closed as a mitigation option whilst maintaining air flow. These measures can be effective to control the intrusion of rolling noise as it is more broadband in nature and often does not have prominent tonal or low frequency components. Where the control of locomotive exhaust noise is required the specific acoustic mitigations considered for individual properties would need to consider the low frequency content of the noise emissions.
Relocation or resumption of affected property	The identified buildings are part of an existing educational campus and this relocation is not considered feasible.

The predicted excesses and recommended mitigation option for these locations are discussed below.

Riverina Highway Bridge work area

- Scots School Albury

Henty Yard work area

- 7 residential receivers, consisting of 4 dwellings on Ivor Street in the southwest and 3 dwellings on Olympic Highway in the northeast
- Headlie Taylor Header Museum

Yerong Creek Yard work area

- Yerong Creek Public School

Wagga Wagga Yard section 1 work area

- Kildare Catholic College

Wagga Wagga Yard section 2 work area

- South Wagga Public School

Junee work area

- Junee North Public School
- Junee Baptist Church

Junee to Illabo work area

- Illabo Public School

For the education buildings Scots School in the Riverina Highway Bridge work area, excesses of up to 13 dB above the internal criteria are predicted, based on an assumed transmission loss of 7 dB. All sporting grounds at the school are within the external criterion for outdoor recreation areas. The predicted excesses are dependent on the existing acoustic performance of the building facades, therefore a ground-truthing exercise should be conducted to determine the actual performance of the buildings, including any noise sensitive uses of upper storeys. Depending on the number of buildings triggered and magnitude of the excesses following the ground-truthing, consideration of a noise barrier may be warranted.

For the dwellings and Headlie Taylor Header Museum in the Henty Yard work area, the triggered buildings are scattered in small groups and the exceedances are limited to 2 dBA. Therefore the mitigations considered most reasonable and feasible consist of track-facing yard fencing improvements or at-property architectural treatments. A ground-truthing exercise is also recommended, in order to confirm sensitive spaces and exposure to existing train passby noise, which will determine the mitigation requirements, if any are needed. Two receivers shown as affected on Ivor Street are at the same postal address, so have been considered as one receiver for the purpose of engagement with the landowner. ARTC has begun preliminary consultation with the six residential receivers with a letter to introduce the proposal, inform them of the results of the assessment and invite them to an information session. For the museum, it is noted that visitors do not enter the building, since the exhibits are viewed from the outside. Consultation will continue with these receivers as the proposal progresses.

At Junee North Public School, an initial desktop inspection of aerial photography and Google Street View indicates that the triggered buildings appear to have minimal or no operable windows facing the railway. As a result, the external criteria are considered conservative. A ground-truthing exercise is therefore recommended, in order to confirm sensitive spaces and exposure to existing train passby noise, which will determine the mitigation requirements, if any are needed.

At Illabo Public School, a review of the site plans indicates that the noise sensitive educational buildings consist of ID 226479 and 226480. A ground-truthing exercise is therefore recommended, in order to confirm sensitive spaces and exposure to existing train passby noise, which will determine the mitigation requirements, if any are needed.

The recommended treatment option for the remaining triggered sensitive receivers (Junee Baptist Church, Yerong Creek Public School, Kildare Catholic College and South Wagga Public School) would be architectural upgrades to the buildings. However, the assessment is currently based on a conservative assumption for the existing sound insulation performance of the buildings, and it is recommended that the actual performance be determined beforehand via ground truthing.

ARTC has carried out preliminary consultation in the form of briefings with the six educational receivers to inform them of the results of the assessment, the potential for noise level exceedances and the proposed pathway forward. Consultation will continue with these receivers as the proposal progresses.

It is recommended that ARTC conduct a ground truthing exercise and review of available noise mitigation options during the detailed design and construction of the A2I project to confirm the above strategy for at-property architectural treatments is the feasible and reasonable mitigation outcome. It is also recommended that the receiver height above ground level be considered for locations where default model heights (2.4 metres) may not represent the actual building designs, since this assumption may affect both whether a receiver exceeds the project criteria and the height of any potential noise barriers.

For the purpose of this assessment, it is conservatively assumed that these receivers have openable windows. On the basis that external noise level criteria is assigned to be 7 dB higher than internal noise level criteria as per the methodology adopted by ARTC for the Inland Rail project. This therefore results in an external criterion of 52 dBA $L_{Aeq(1hour)}$. Based off initial desktop inspection of aerial photography and Google Street View , triggered buildings within the Scots School Albury nearest to the rail corridor, appear to have minimal or no operable windows. As a result, this external criterion is considered conservative.

The openable window assumption should be verified and SLR recommend a ground truthing exercise be conducted on site to confirm, as some buildings at the Scots School Albury may have fixed windows and relatively well performing facades due to existing road traffic noise exposure from the Hume Highway and the existing rail traffic. Facade performance testing and environmental noise monitoring at Scots School must be undertaken prior to detailed design of noise mitigation.

Confirmation of the location of sensitive spaces within the campus should also be undertaken, as it is also possible the spaces fronting the rail corridor may not be sensitive to rail noise.

9.3 Validation of operational noise levels

A programme of noise and vibration monitoring is recommended to be undertaken at the commencement of railway operations on the A2I project section. The purpose of the monitoring surveys shall be to:

- Quantify the rail noise and vibration levels from the daytime and night-time rail operations and determine the $L_{Aeq(15hour)}$ daytime, $L_{Aeq(9hour)}$ night-time and L_{Amax} rail noise levels at the most affected sensitive receivers.
- Assess the project's compliance with any relevant conditions of approval relating to noise and vibration emissions from the operation of the A2I project.
- Provide an assessment of the effectiveness of any noise and vibration management and mitigation measures implemented on the project.
- Identify, if required, further noise and vibration mitigation measures to meet the requirements of the NSW RING and relevant conditions of approval.

The recommendations below have been developed with reference to assist the development of a noise and vibration monitoring plan:

- Provide a monitoring strategy consistent with the requirements of the NSW RING, conditions of approval, and relevant acoustic standards and guidelines for monitoring environmental and transport noise and vibration.
- Plan and schedule the monitoring surveys with consideration to:
    - The rail movements during each daytime and night-time period. The survey period shall include the days during which the highest number of train movements would be expected.

  - At locations free from localised buildings and structures (other than noise barriers) that may screen or reflect noise.
  - The condition of the rails and other rail infrastructure.
  - Weather conditions during the monitoring periods.
- Monitoring should be conducted at the sensitive receivers with the potential for the highest received noise and vibration levels from rail operations.
- Where feasible, noise levels should be assessed 1 metre in front of the most affected building façade. Where noise levels are monitored in the free-field a +2.5 dBA correction should be considered to adjust the free-field level for a noise level at the building façade.
- Should monitoring be required within a property, the noise monitoring would be conducted at the centre of the habitable room that is most exposed to noise from rail operations.
- Vibration shall be monitored in the three axes representing horizontal, vertical and axial direction of displacement (movement). Vibration shall be monitored as the Peak Particle Velocity (mm/s) and vibration acceleration (m/s^2)
- If required, reference the monitored noise levels to update the predicted rail noise levels and re-assess rail noise and vibration levels at the sensitive receivers aligning the A2I project.
- In the event the noise and/ or vibration levels are higher than the applicable criteria at any sensitive receivers, allowing for any monitoring and compliance tolerances, the sources of rail noise shall be identified to inform the investigation of as-required feasible and reasonable mitigation measures.

10 Conclusions

This assessment of the noise and vibration from the operation of the A2I section of the Inland Rail project has been completed. The report has been prepared to evaluate potential noise and vibration impacts and, if necessary, inform decision making with respect to the requirements for feasible and reasonable mitigation.

The detailed predictions identified the noise and vibration trigger levels from the NSW *Rail Infrastructure Noise Guideline* (RING) can be achieved at the majority of sensitive receivers in the area surrounding the A2I enhancement work areas.

10.1 Rail noise

The locations where predicted rail noise levels exceed the RING airborne noise criteria consist of: Scots School Albury, seven dwellings in Henty, the Headlie Taylor Header Museum, Yerong Creek Public School, Kildare Catholic College in Wagga Wagga, South Wagga Public School, Junee Baptist Church, Junee North Public School and the Illabo Public School. These exceedances are driven by an increase in daytime L_{Aeq} rail noise levels due to increased rail volumes forecast for the day period (7am to 10pm).

The report provides discussion on airborne noise management and mitigation measures that should be considered as part of ARTC's review of feasible and reasonable noise mitigation during the detailed design and construction of the A2I project.

For all of the triggered receivers, individual at-property architectural treatments are recommended as the reasonable and feasible mitigation method. Prior to the detail design of mitigation at Scots School Albury, a ground-truthing exercise must be conducted to determine the actual performance of the buildings and to conduct monitoring of existing environmental noise levels. Depending on the number of buildings triggered and magnitude of the excesses following the ground-truthing, suitable noise mitigation for the school shall be determined. Ground-truthing exercises are also recommended for the other triggered locations, to confirm locations of noise sensitive spaces within the buildings and to determine the existing exposure to train passby noise. Sound insulation testing is recommended for the places of worship and the educational buildings, in order to determine the actual performance of these building facades. At the Henty Yard work area, track-facing yard fencing improvements represent an alternative mitigation option.

It is recommended that the receiver height above ground level be considered for locations where default model heights (2.4 metres) may not represent the actual building designs.

10.2 Ground-borne noise

The ground-borne noise criteria are expected to be met at the majority of the sensitive receivers. At the remaining sensitive receivers at Scots School Albury and dwellings near the Henty Yard work area, airborne noise is predicted to be the dominant contribution during train passby, therefore the RING methodology does not require further consideration of ground-borne noise for these receivers.

10.3 Vibration

VDV levels are predicted to be within the human comfort assessment criteria referred to in the RING for all buildings near the enhancement work areas. PPV levels at heritage buildings are not expected to significantly change from levels currently experienced. PPV levels at other buildings and structures are expected to be below the vibration criteria for damage.

10.4 Further work

The airborne noise, ground-borne noise and ground-borne vibration levels will continue to be assessed during the detailed design and construction of the Proposal. It is recommended that the predicted noise and vibration levels and assessment outcomes presented in this report are validated as part of the on-going assessments.

Where the detailed design remains consistent with this assessment and allowing for the implementation of recommended noise and vibration mitigation measures, the Proposal is expected to achieve the objectives of the SEARs for the management of noise and vibration from railway operations.

11 References

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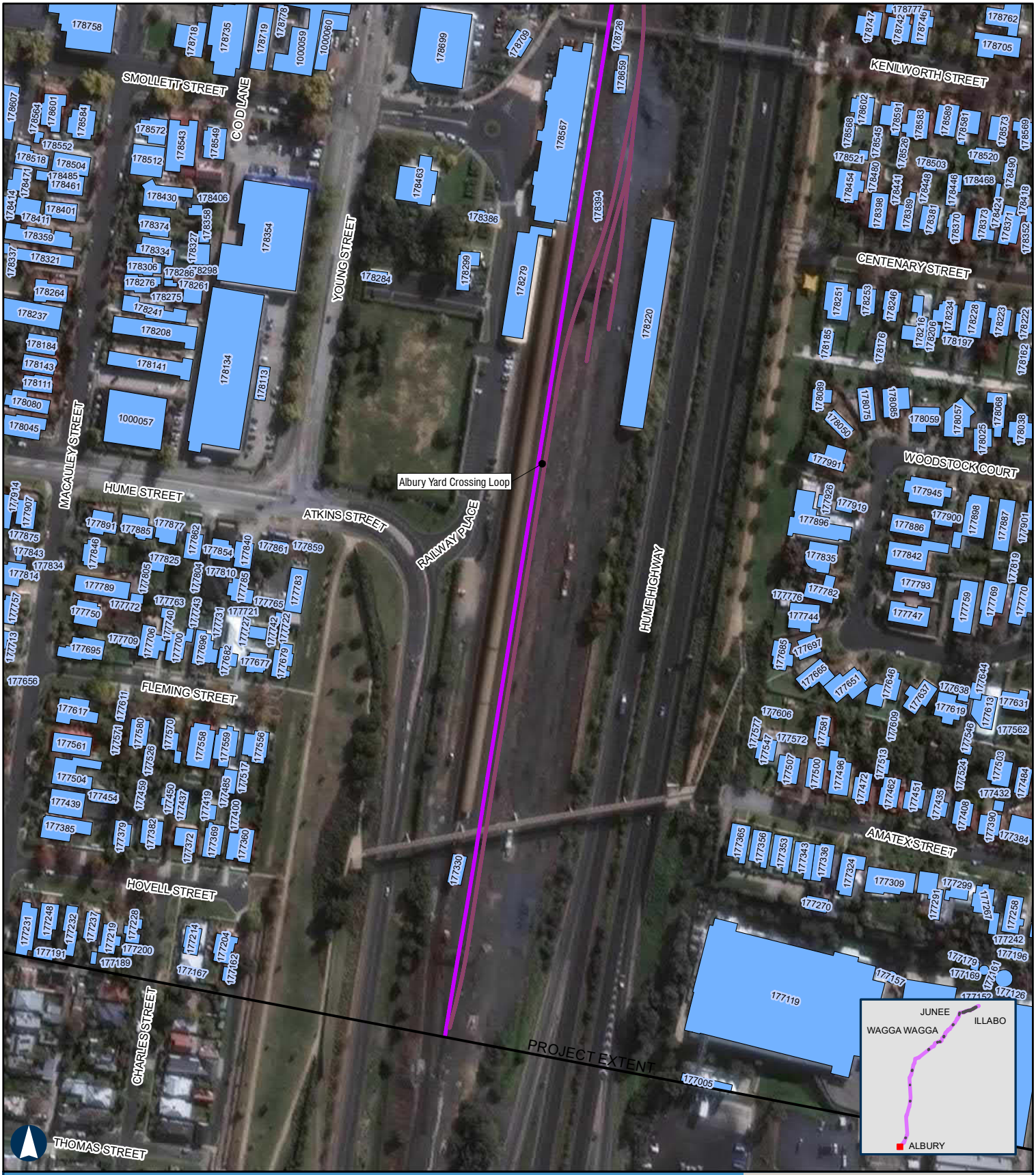
TECHNICAL PAPER

07

Operational noise and vibration (rail)

Appendix A Sensitive receivers

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT



ALBURY TO ILLABO

Sensitive Receivers - Albury Yard

APPENDIX A - Map 1 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers

Noise contours are based on a set distance above the local terrain level of 2.4m.

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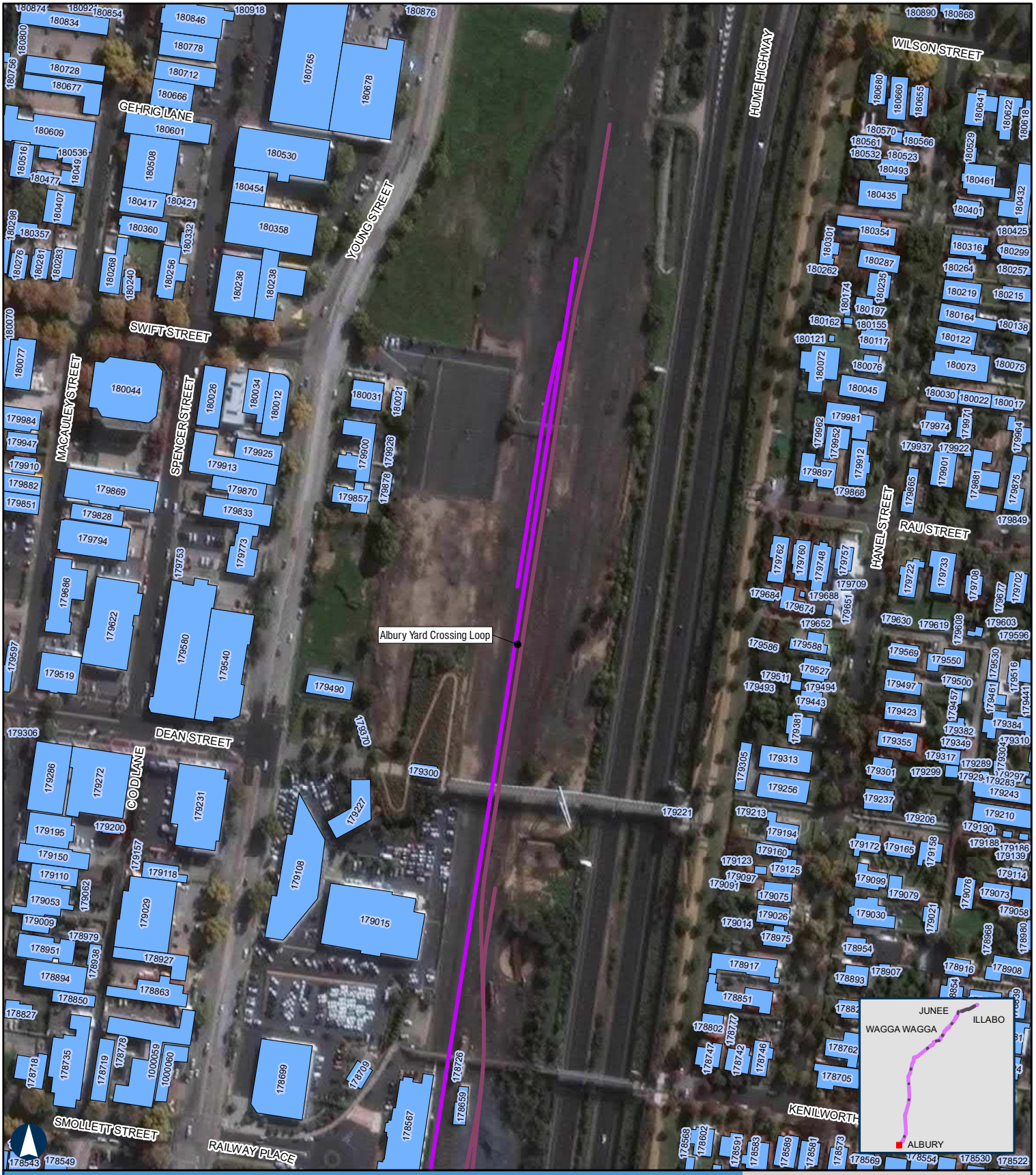

ALBURY TO ILLABO

Sensitive Receivers - Albury Yard

APPENDIX A - Map 2 of 37

100m

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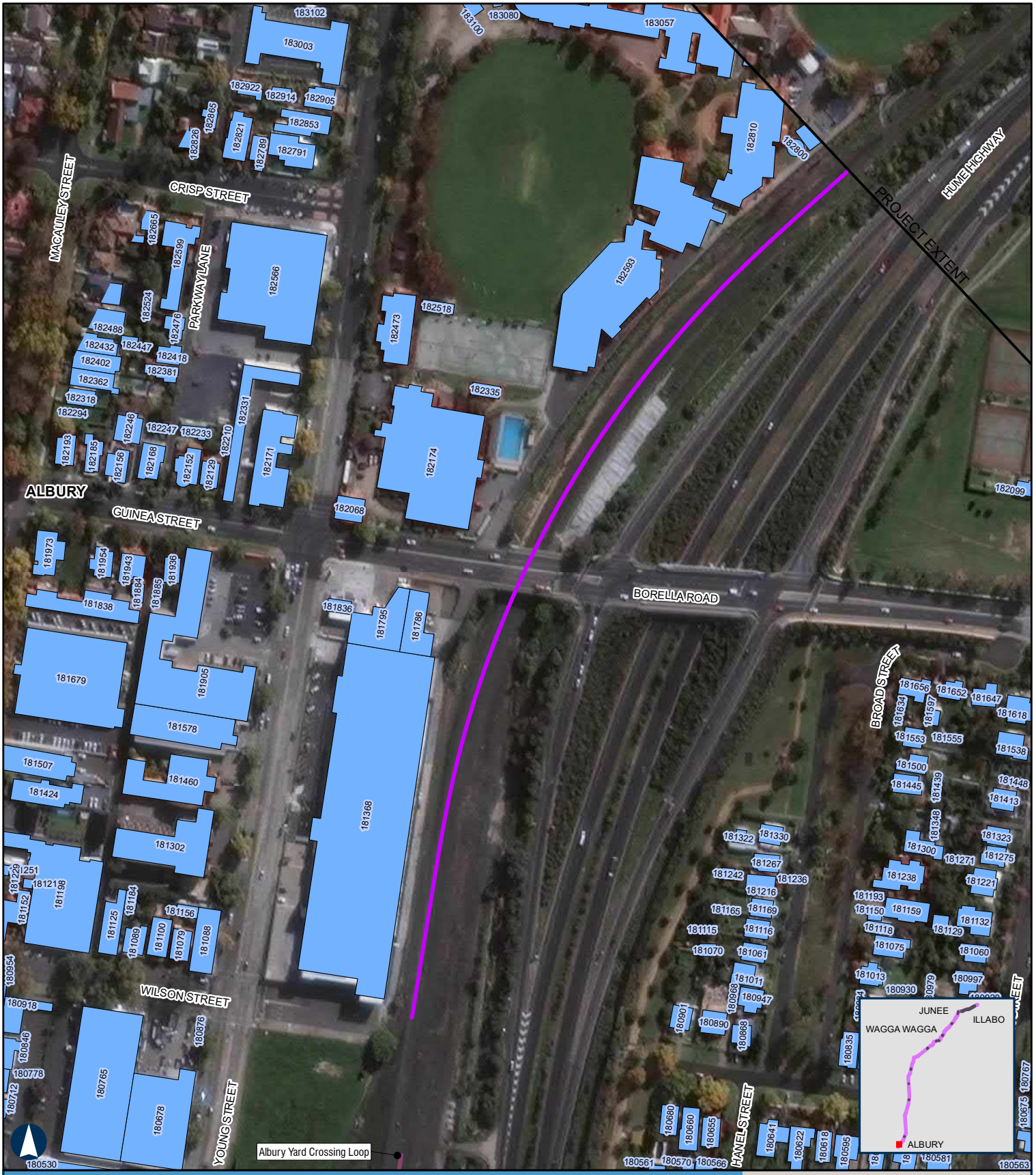

ALBURY TO ILLABO

Sensitive Receivers - Riverina Highway Bridge

APPENDIX A - Map 3 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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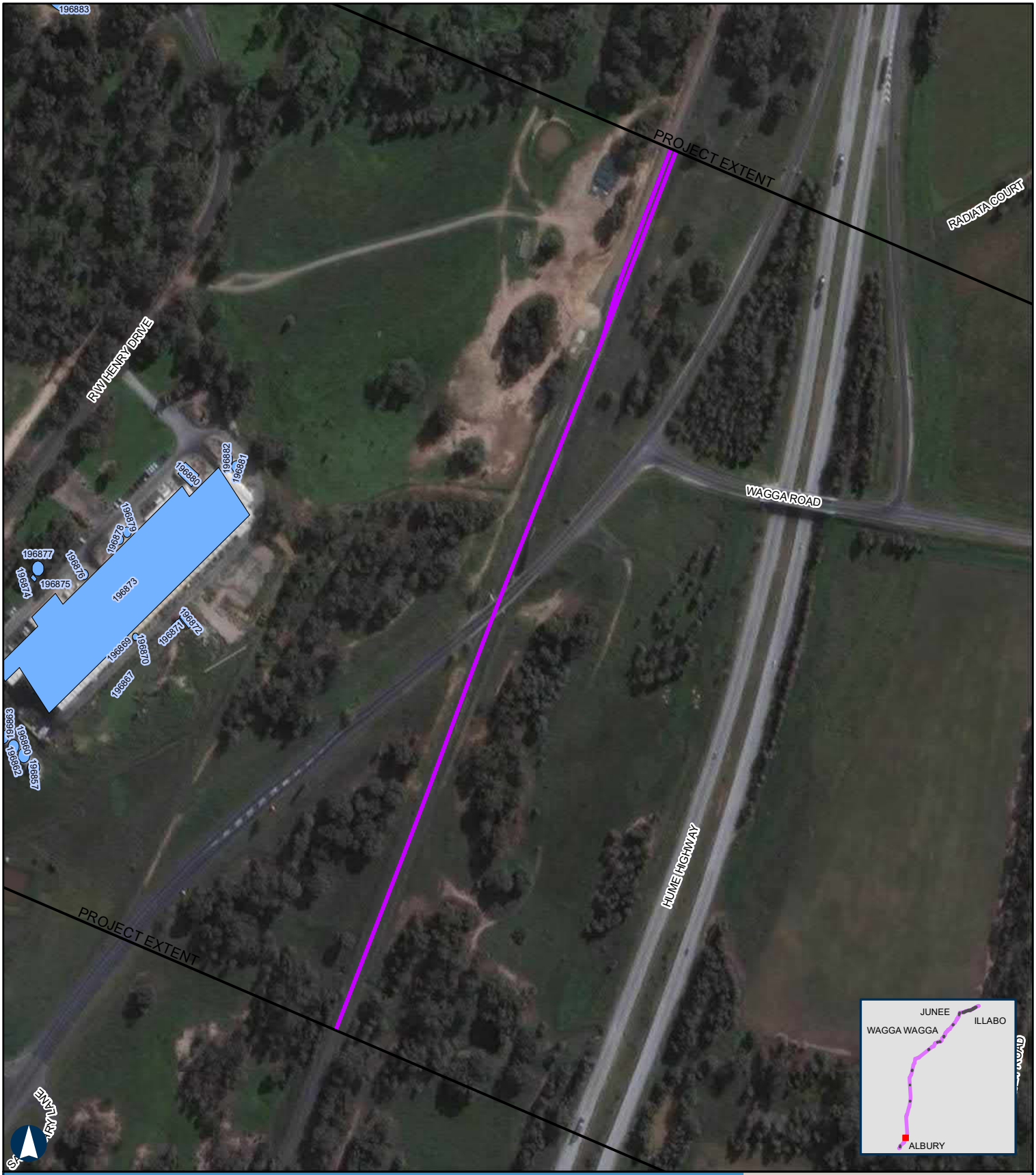

ALBURY TO ILLABO

Sensitive Receivers - Billy Hughes Bridge

APPENDIX A - Map 4 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
Author: JG

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- Project Extent
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- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers

Noise contours are based on a set distance above the local terrain level of 2.4m.

ARTC InlandRail

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ALBURY TO ILLABO

Sensitive Receivers - Culcairn Yard

APPENDIX A - Map 5 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers

Noise contours are based on a set distance above the local terrain level of 2.4m.

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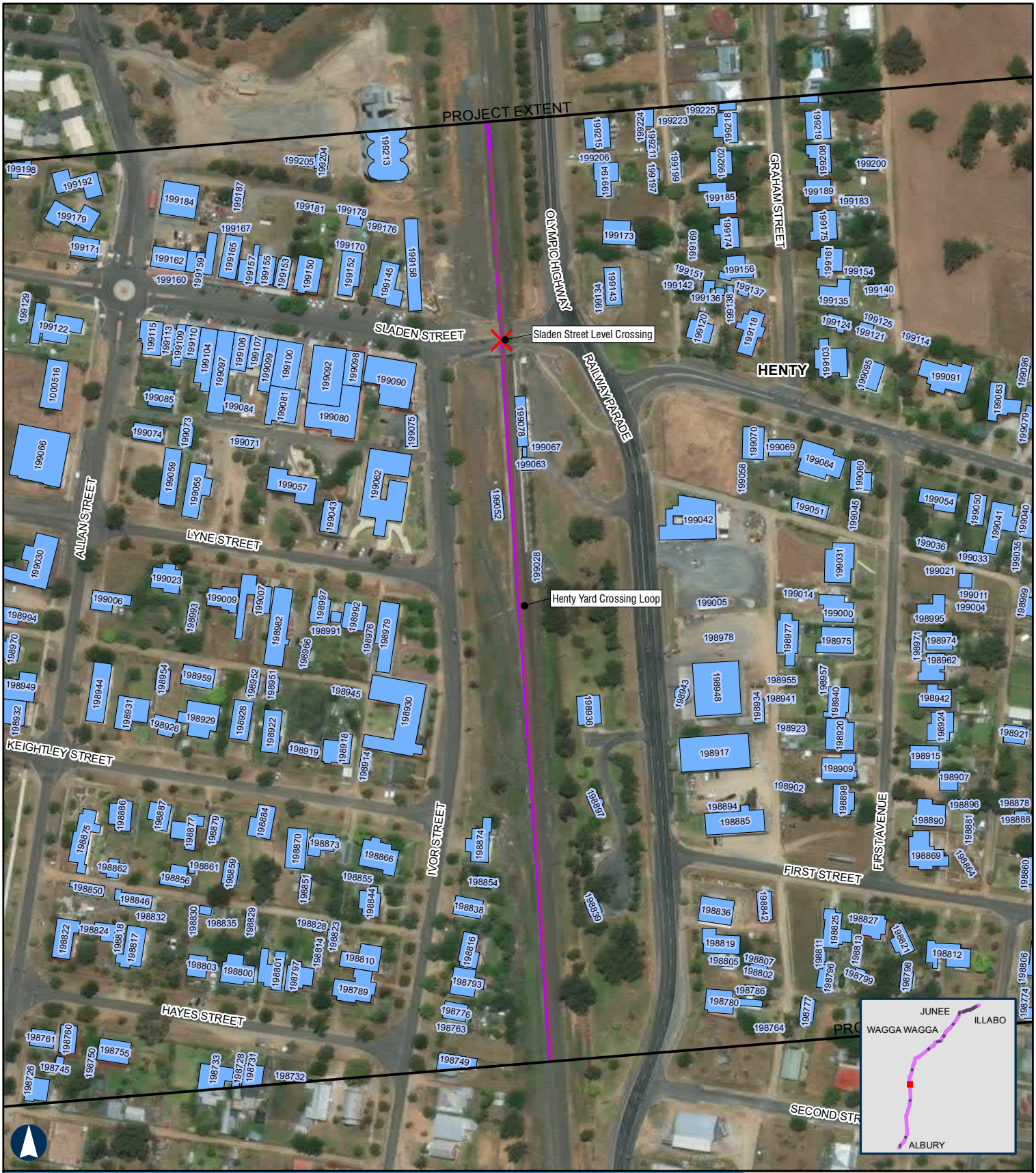

ALBURY TO ILLABO

Sensitive Receivers - Henty Yard

APPENDIX A - Map 6 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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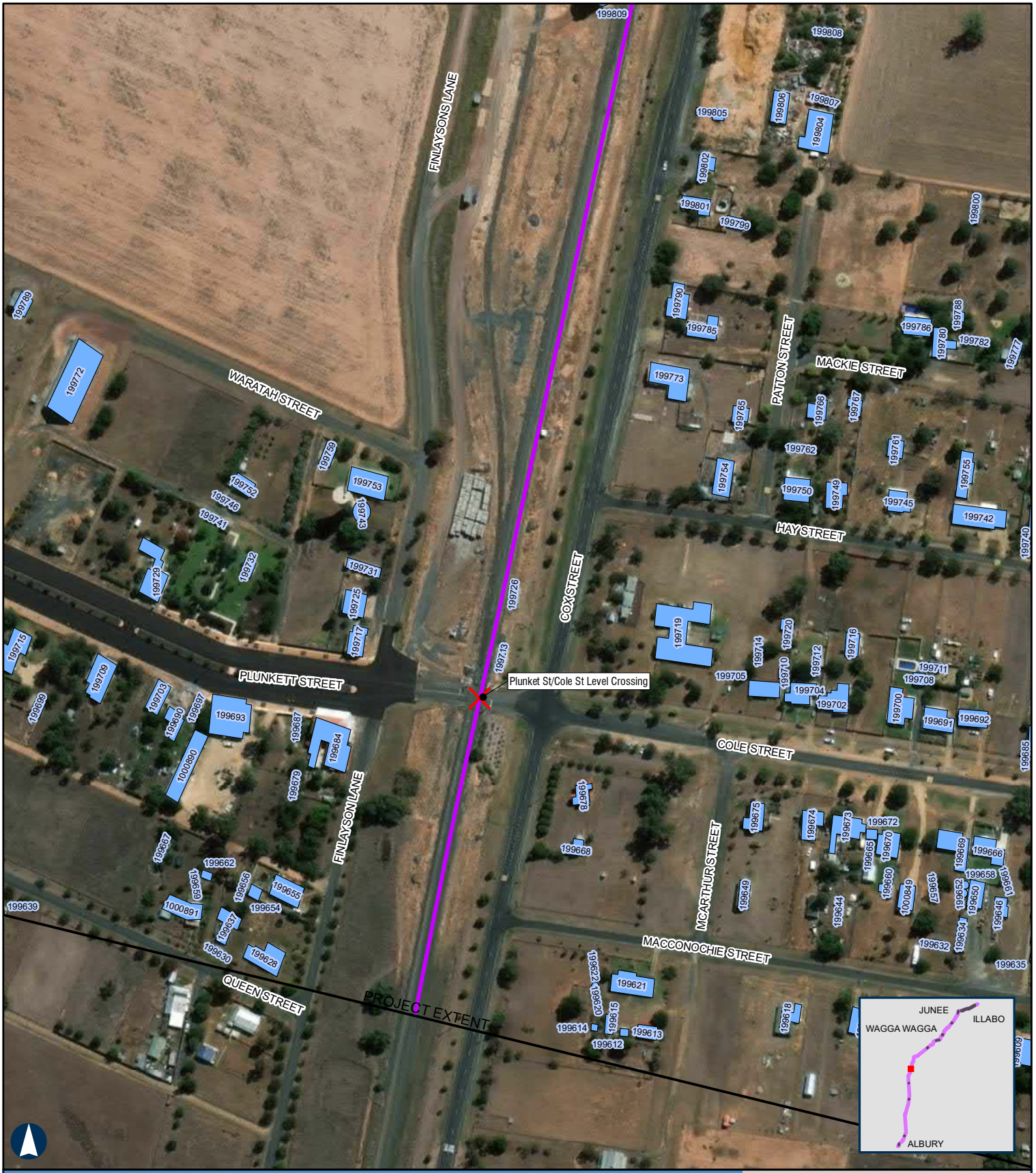

ALBURY TO ILLABO

Sensitive Receivers - Yerong Creek Yard

APPENDIX A - Map 7 of 37

100m

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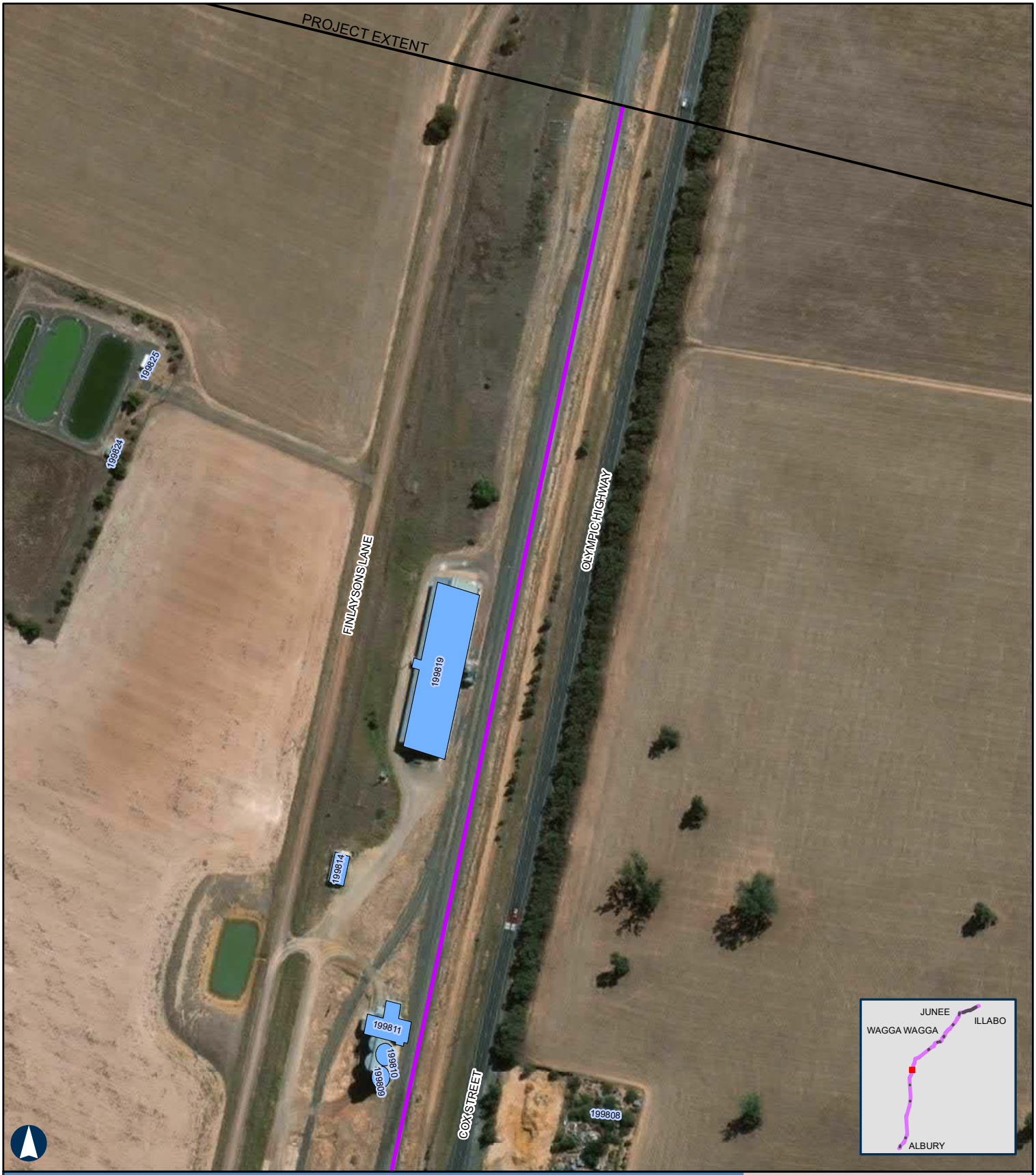

ALBURY TO ILLABO

Sensitive Receivers - Yerong Creek Yard

APPENDIX A - Map 8 of 37

100m

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ALBURY TO ILLABO

Sensitive Receivers - Uranquinty Yard

APPENDIX A - Map 9 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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ALBURY TO ILLABO

Sensitive Receivers - Uranquinty Yard

APPENDIX A - Map 10 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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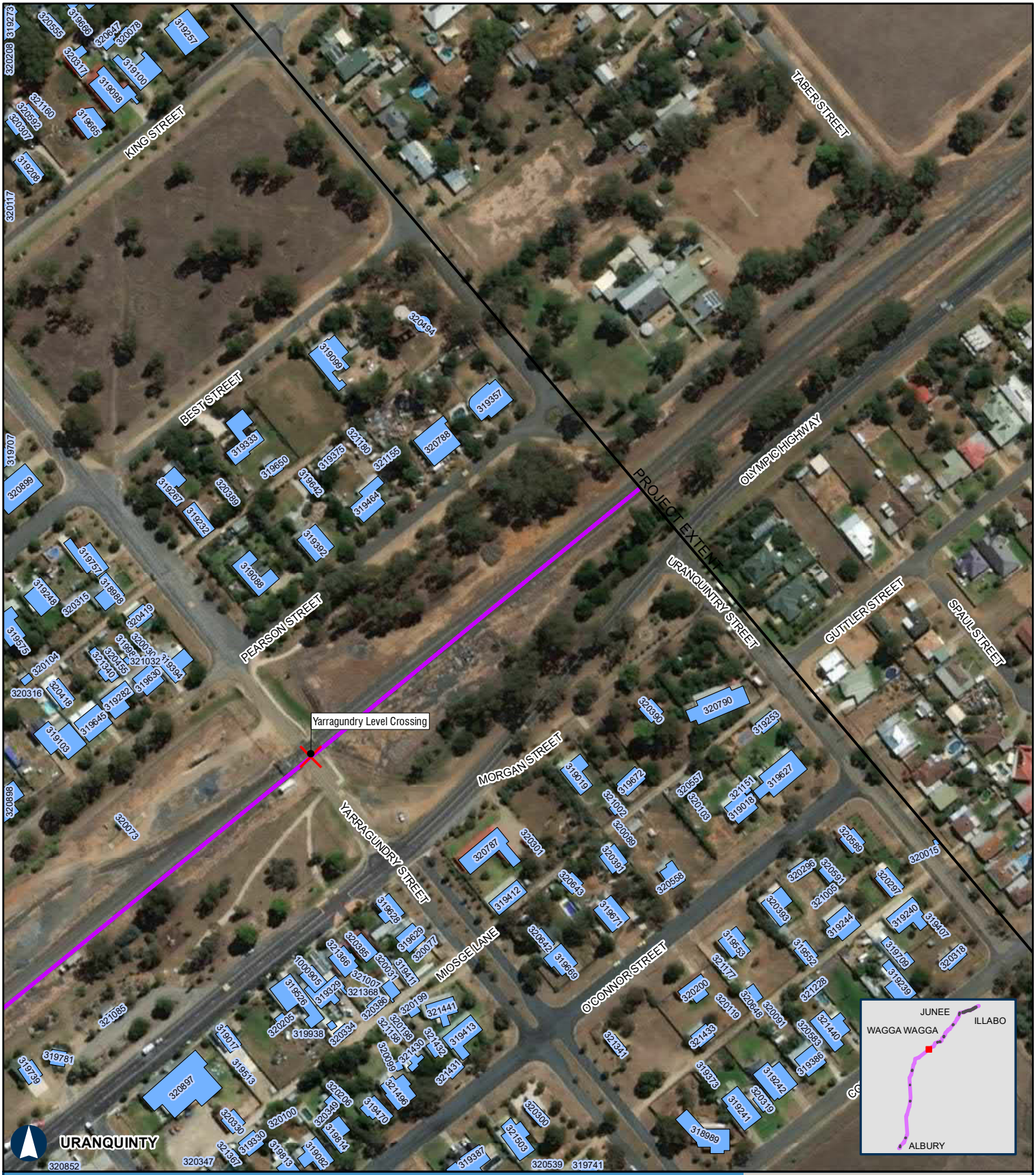

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Sensitive Receivers - Uranquinty Yard

APPENDIX A - Map 11 of 37

100m

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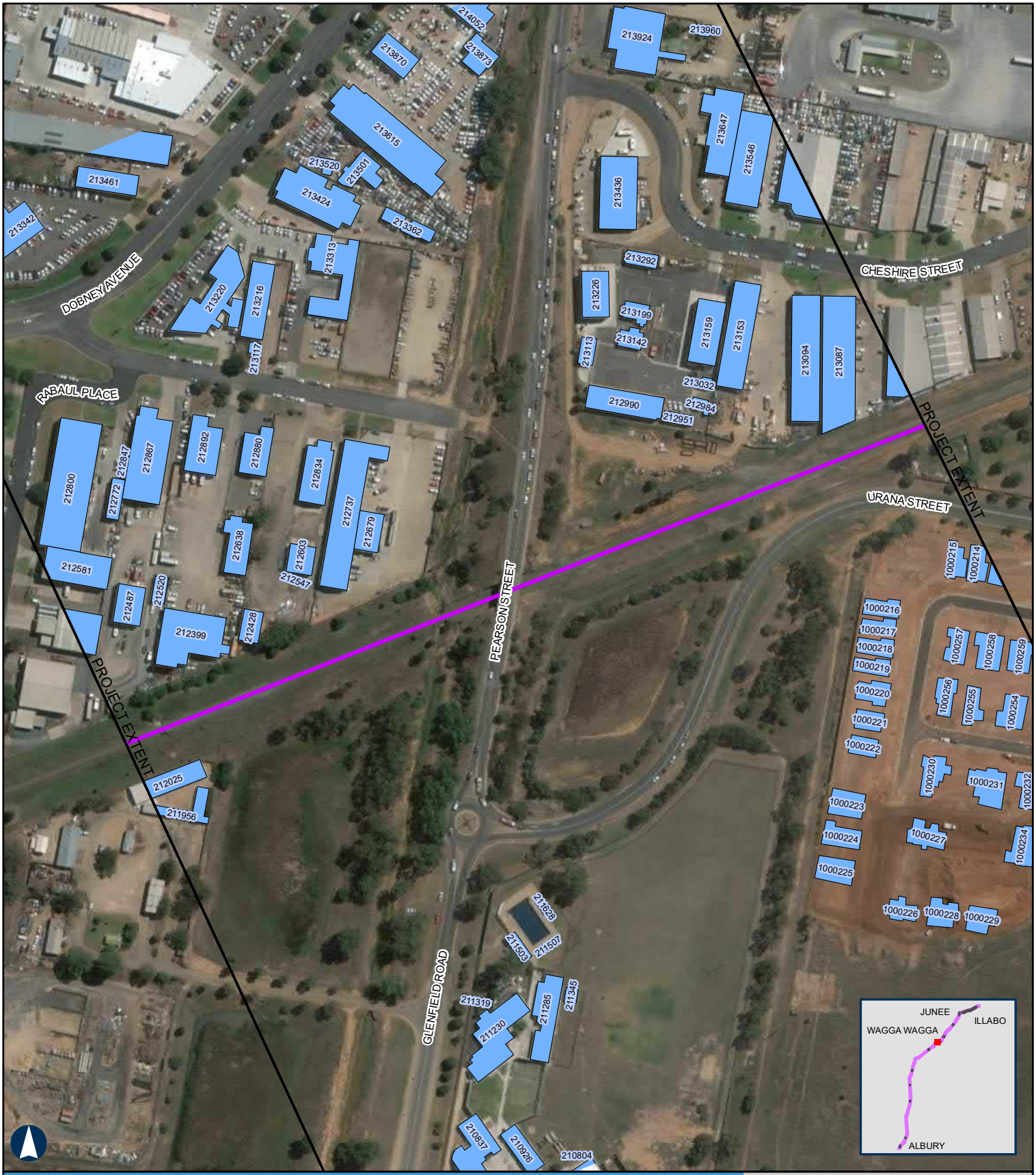

ALBURY TO ILLABO

Sensitive Receivers - Pearson Street Bridge

APPENDIX A - Map 12 of 37

100m

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ALBURY TO ILLABO

Sensitive Receivers - Wagga Wagga Yard Section 1

APPENDIX A - Map 13 of 37

100m

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ALBURY TO ILLABO

Sensitive Receivers - Wagga Wagga Yard Section 2

APPENDIX A - Map 14 of 37

100m

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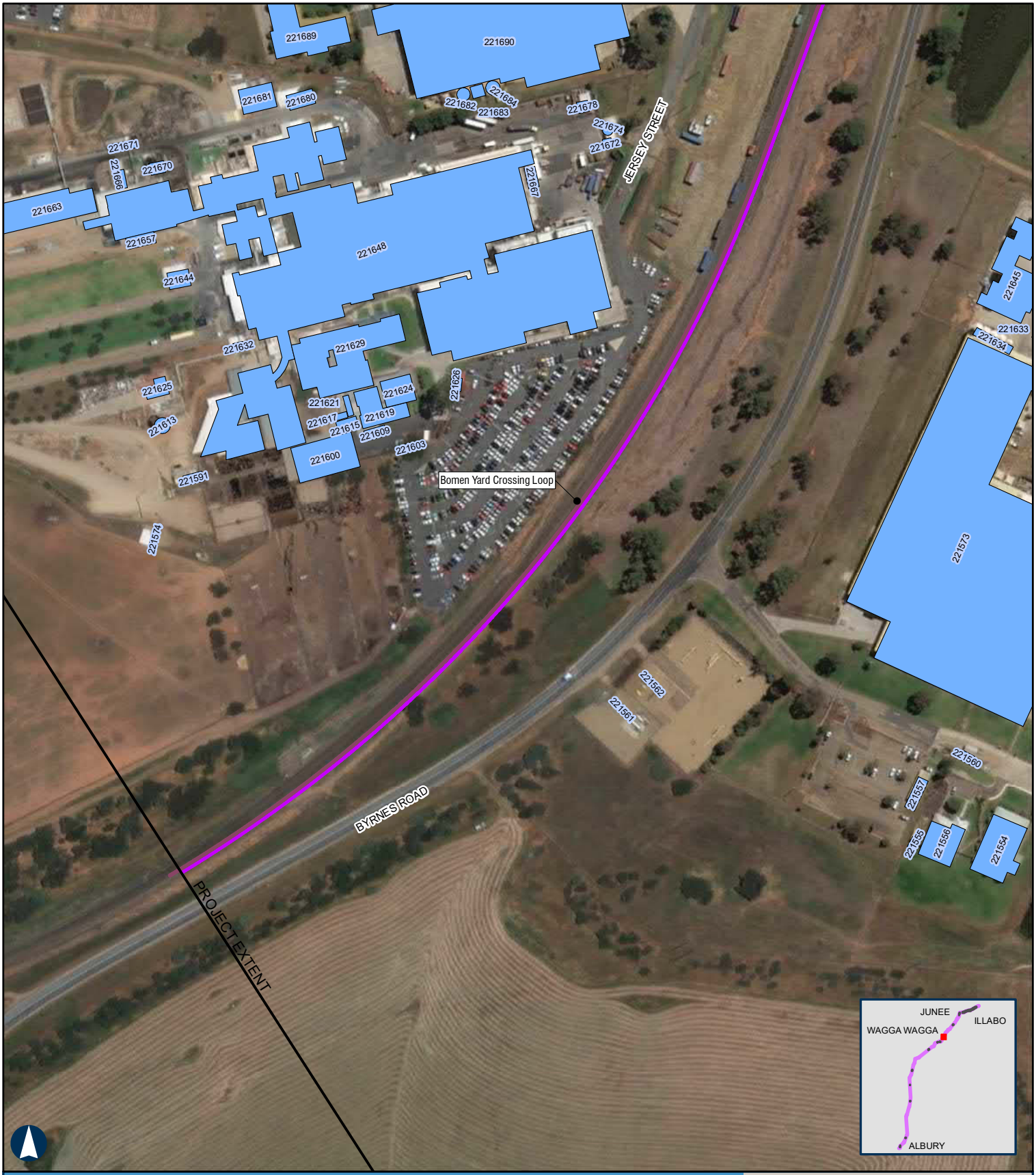

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Sensitive Receivers - Bomen Yard

APPENDIX A - Map 15 of 37

100m

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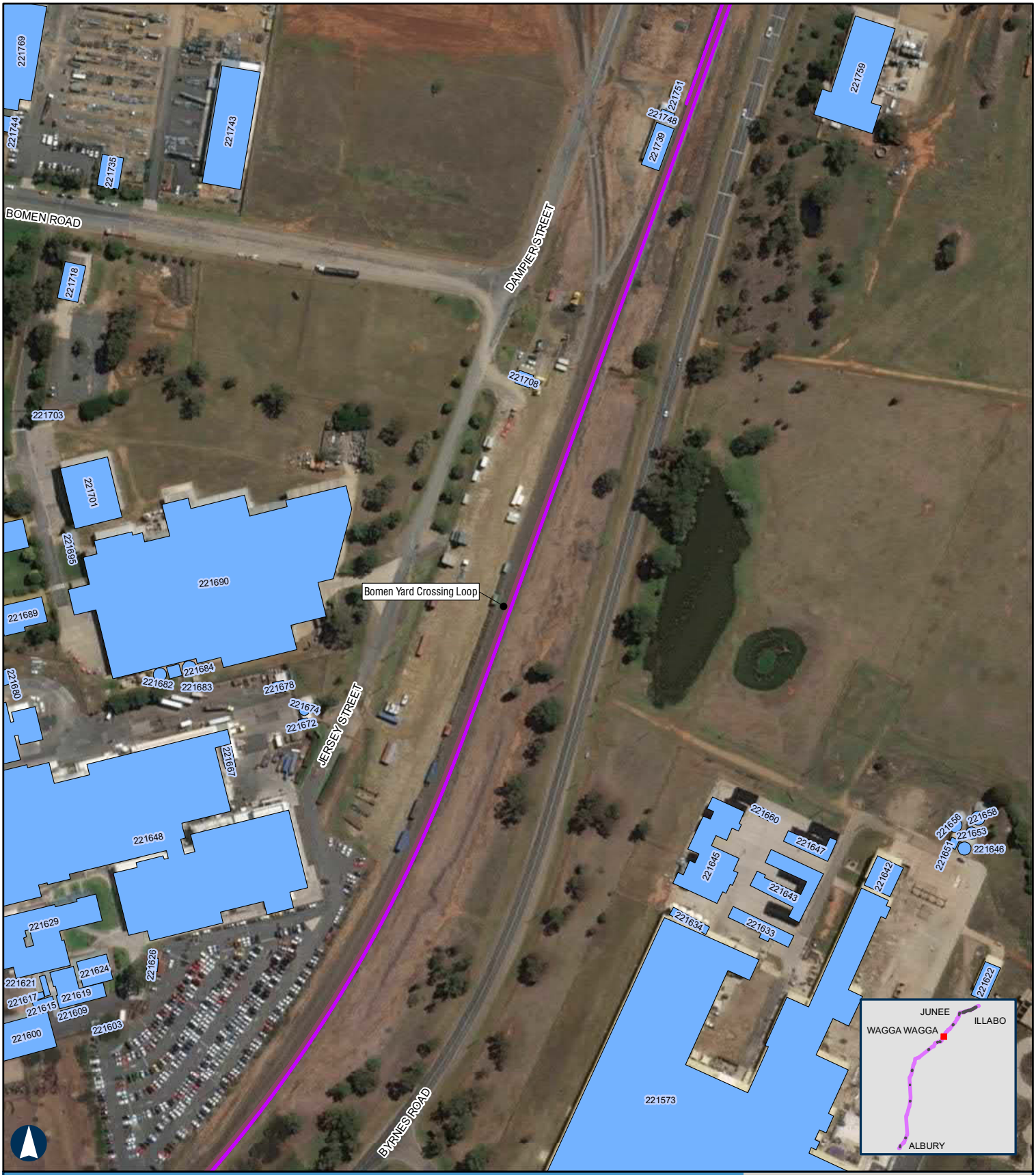

ALBURY TO ILLABO

Sensitive Receivers - Bomen Yard

APPENDIX A - Map 16 of 37

100m

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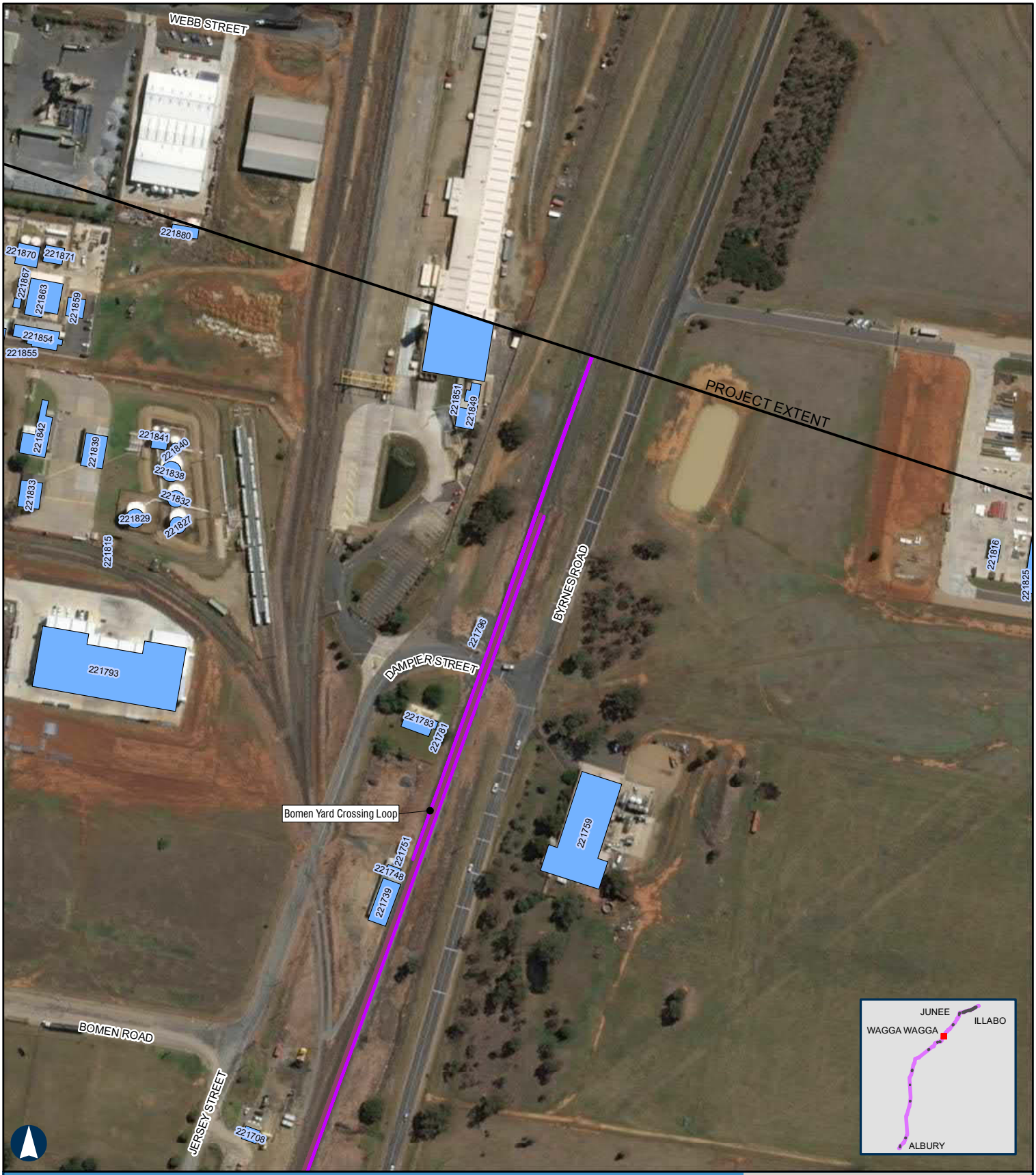

ALBURY TO ILLABO

Sensitive Receivers - Bomen Yard

APPENDIX A - Map 17 of 37

100m

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ALBURY TO ILLABO

Sensitive Receivers - Harefield Yard

APPENDIX A - Map 18 of 37

100m

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Sensitive Receivers - Harefield Yard

APPENDIX A - Map 19 of 37

100m

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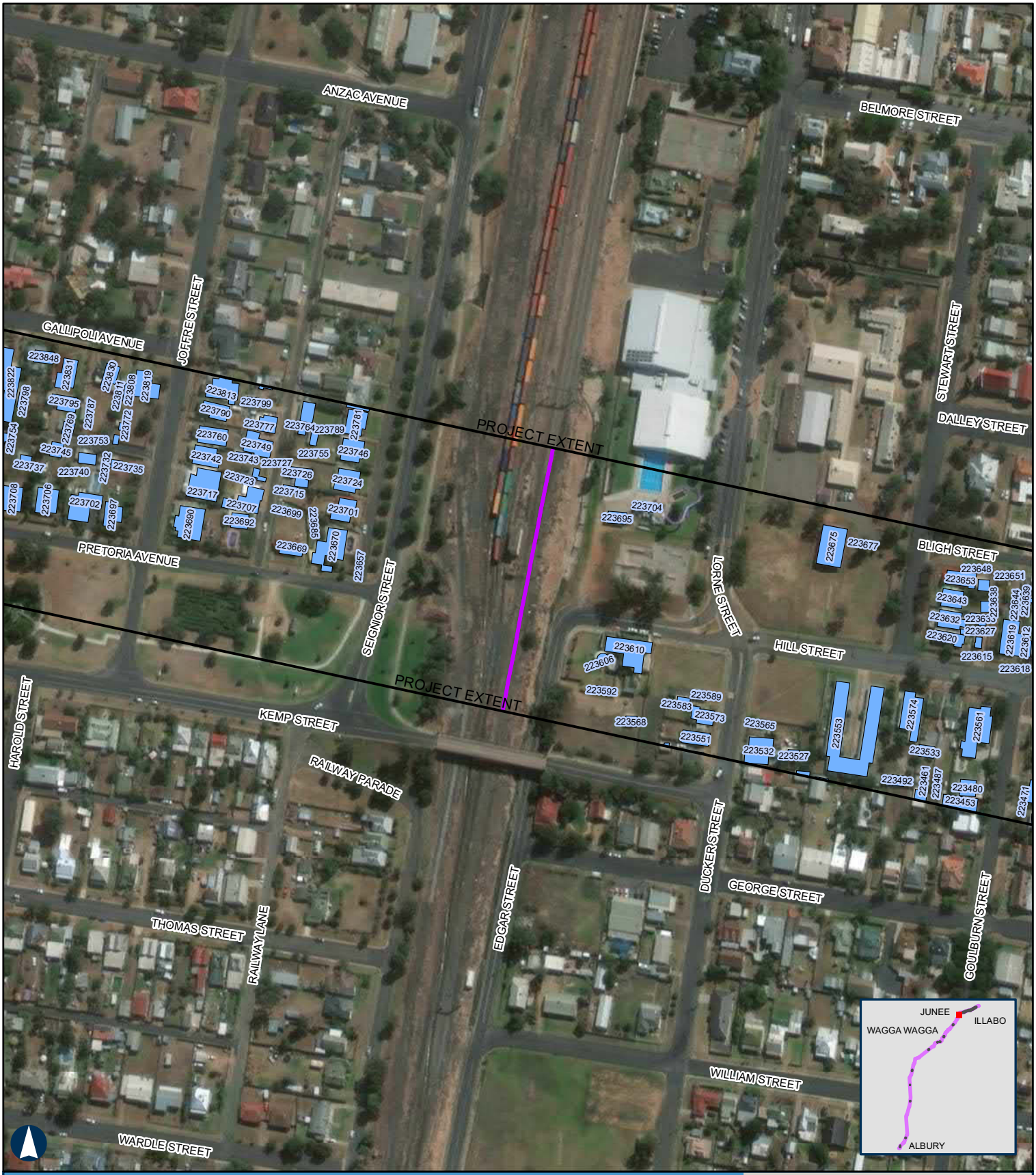

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Sensitive Receivers - Junee Yard

APPENDIX A - Map 20 of 37

100m

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Sensitive Receivers - Olympic Highway Bridge

APPENDIX A - Map 21 of 37

100m

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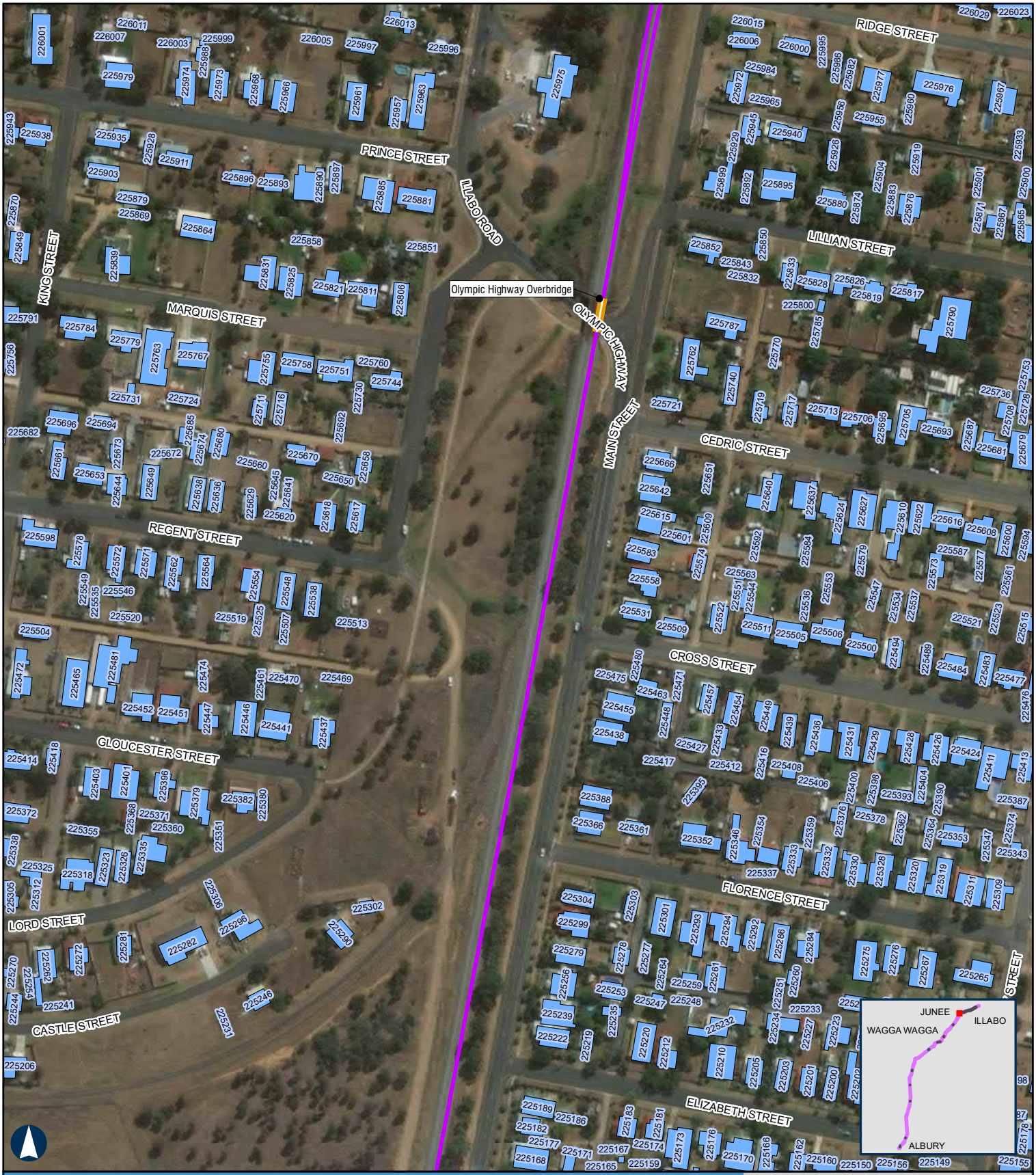

ALBURY TO ILLABO

Sensitive Receivers - Junee Yard

APPENDIX A - Map 22 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
Author: JG

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- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers

Noise contours are based on a set distance above the local terrain level of 2.4m.

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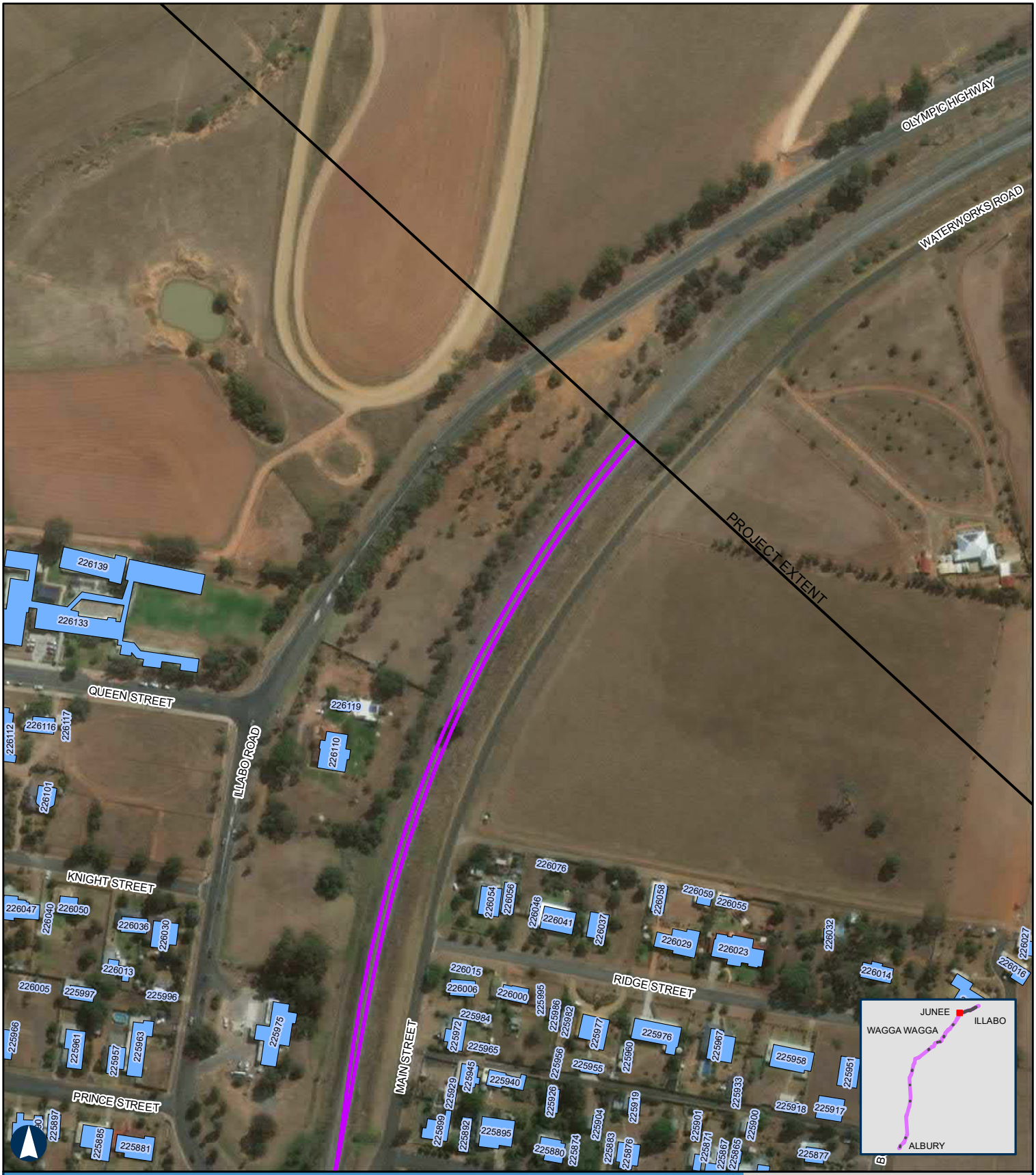

ALBURY TO ILLABO

Sensitive Receivers - Junee Yard

APPENDIX A - Map 23 of 37

100m

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ALBURY TO ILLABO

Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 24 of 37

100m

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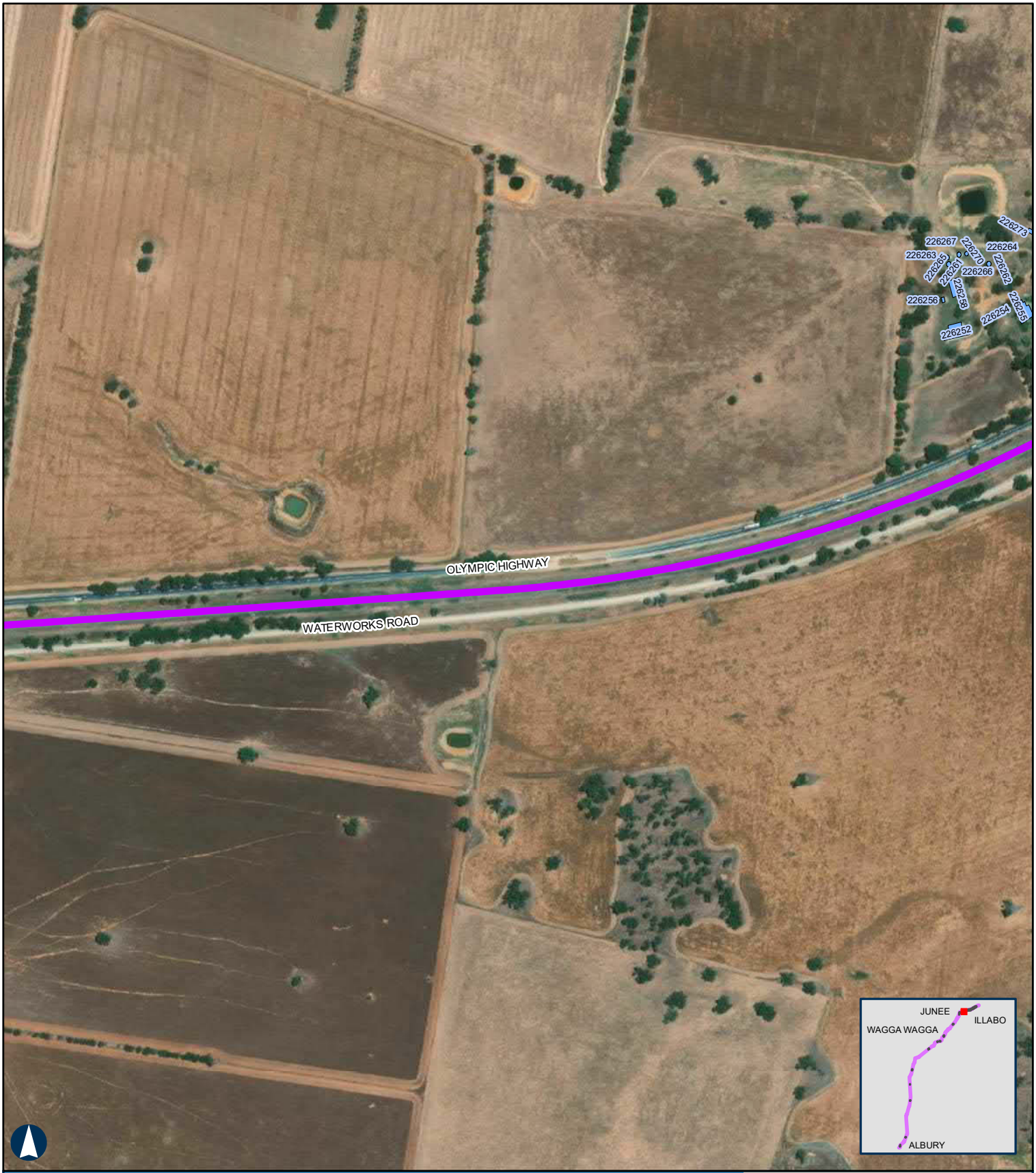

ALBURY TO ILLABO

Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 25 of 37

100m

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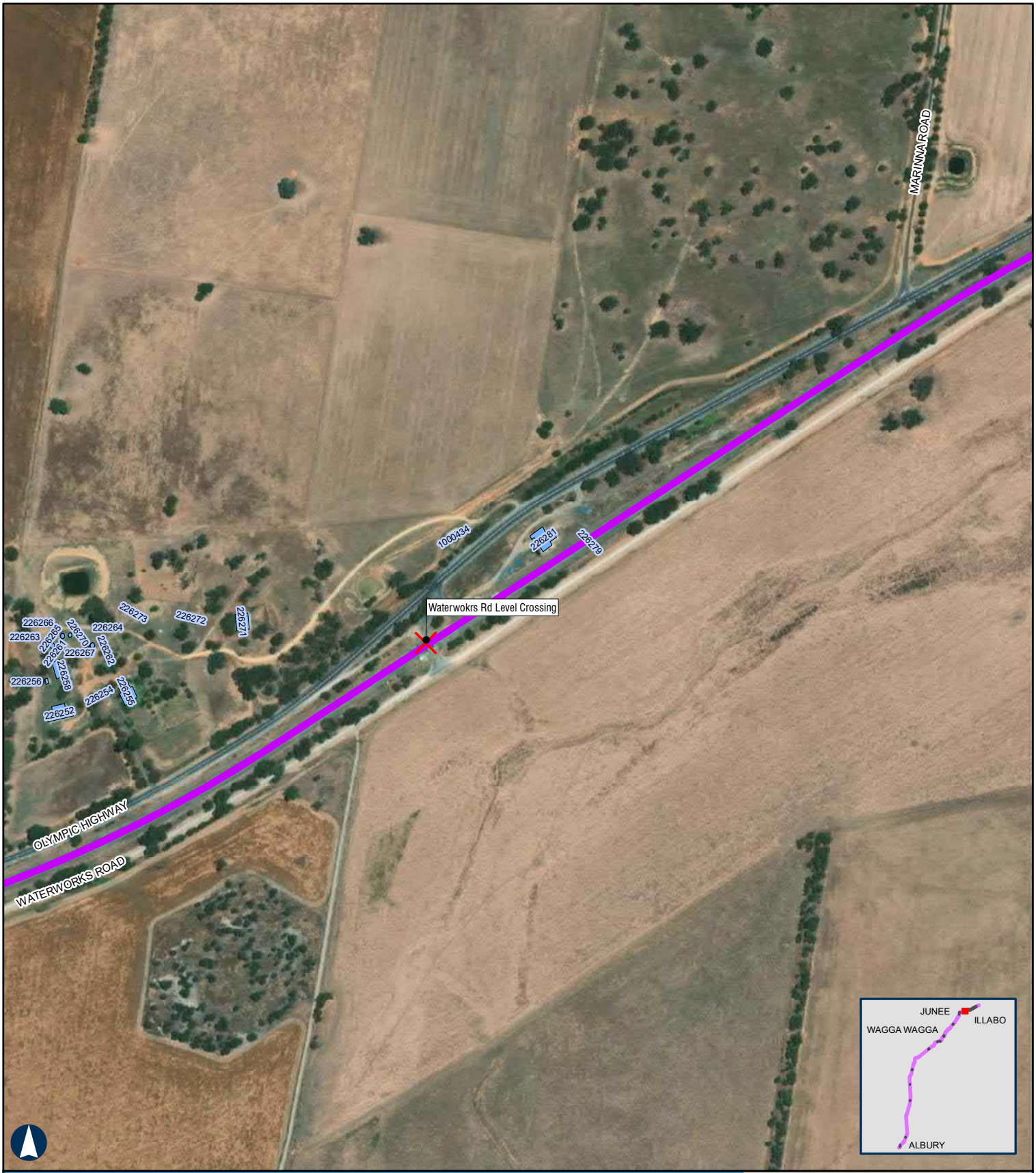

ALBURY TO ILLABO

Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 26 of 37

100m

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ALBURY TO ILLABO

Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 27 of 37

100m

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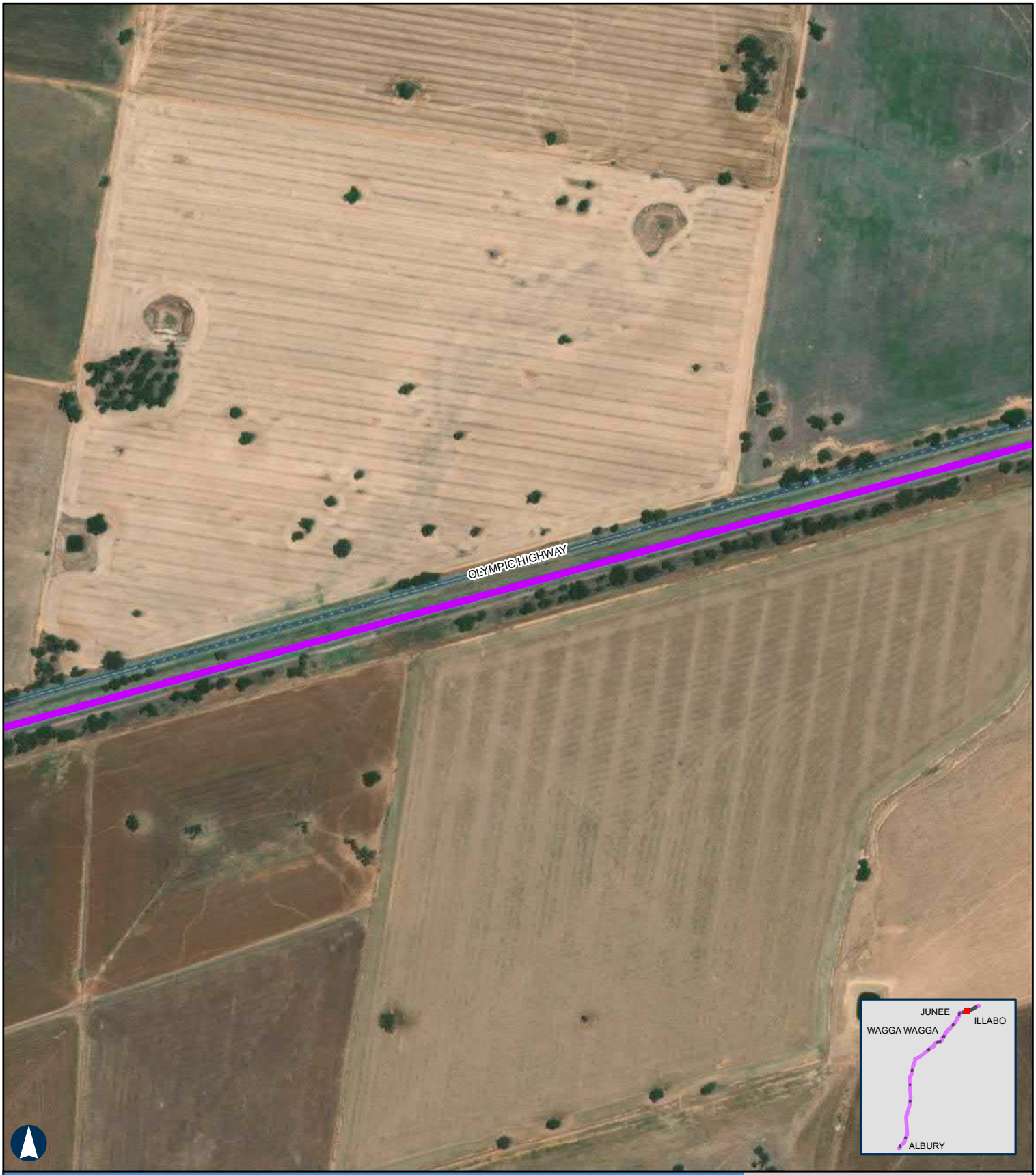

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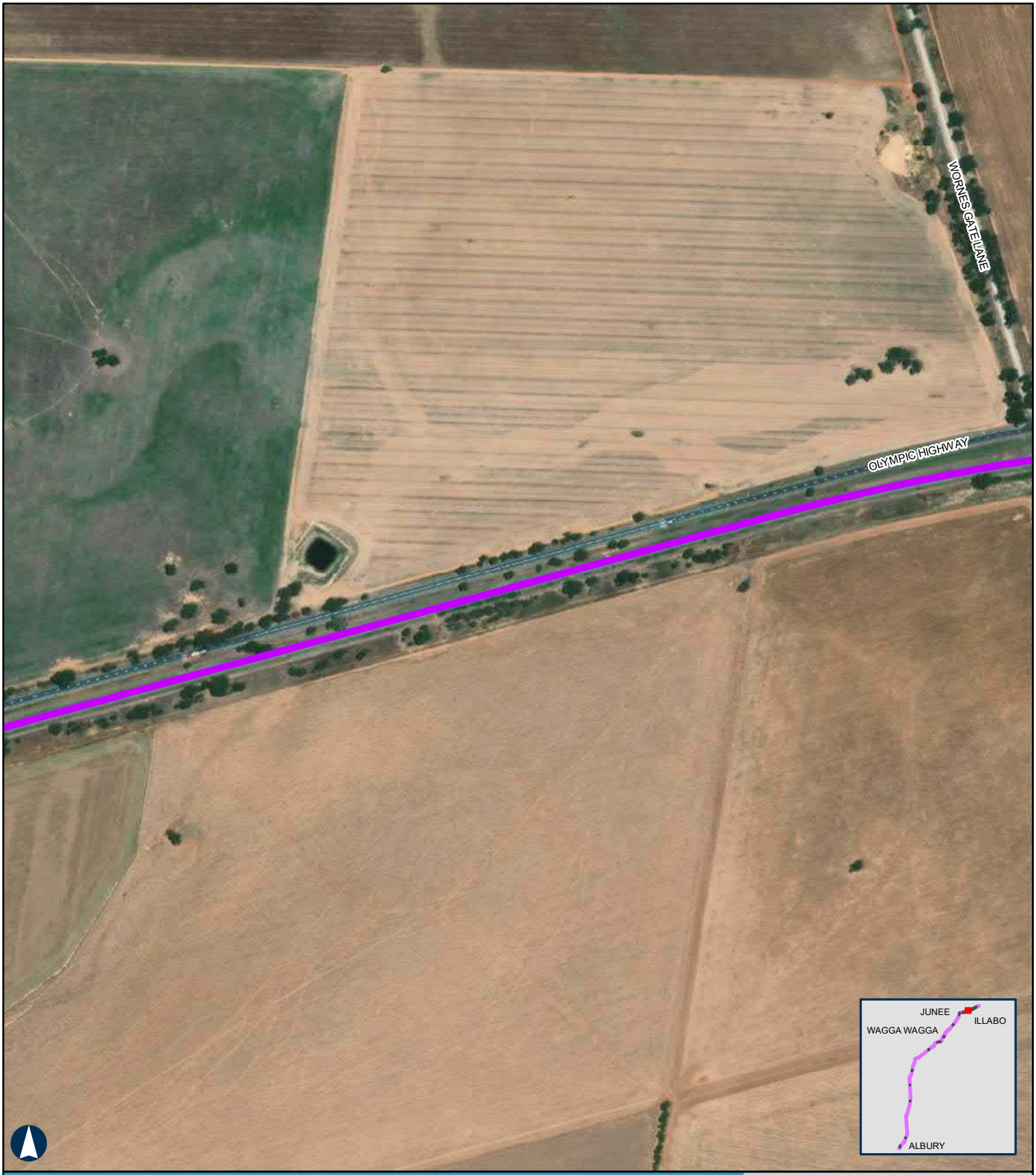

ALBURY TO ILLABO

Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 29 of 37

100m

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ALBURY TO ILLABO

Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 30 of 37

100m

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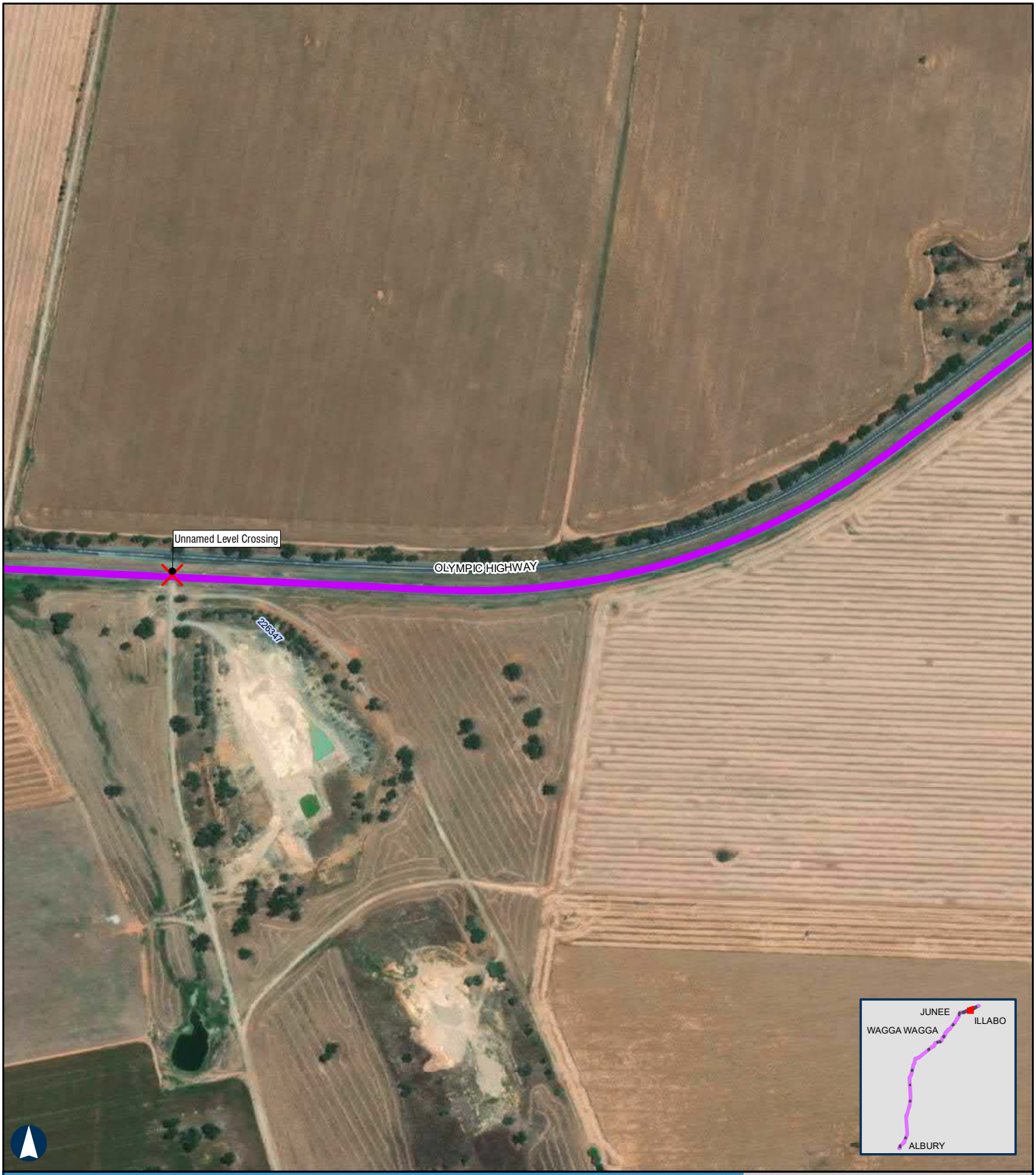

ALBURY TO ILLABO

Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 31 of 37

100m

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Sensitive Receivers - Junee to Illabo

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Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 33 of 37

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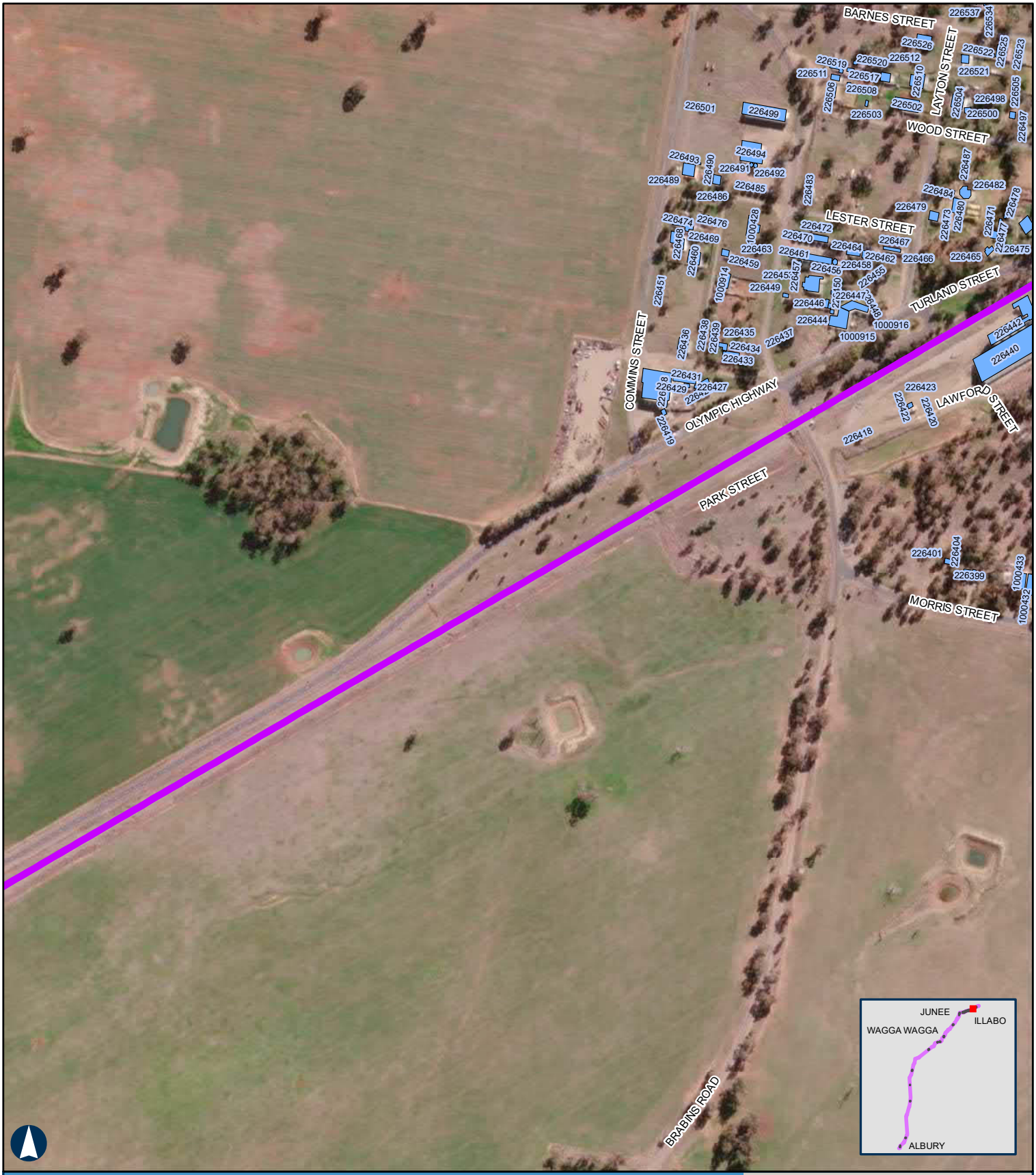

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APPENDIX A - Map 34 of 37

100m

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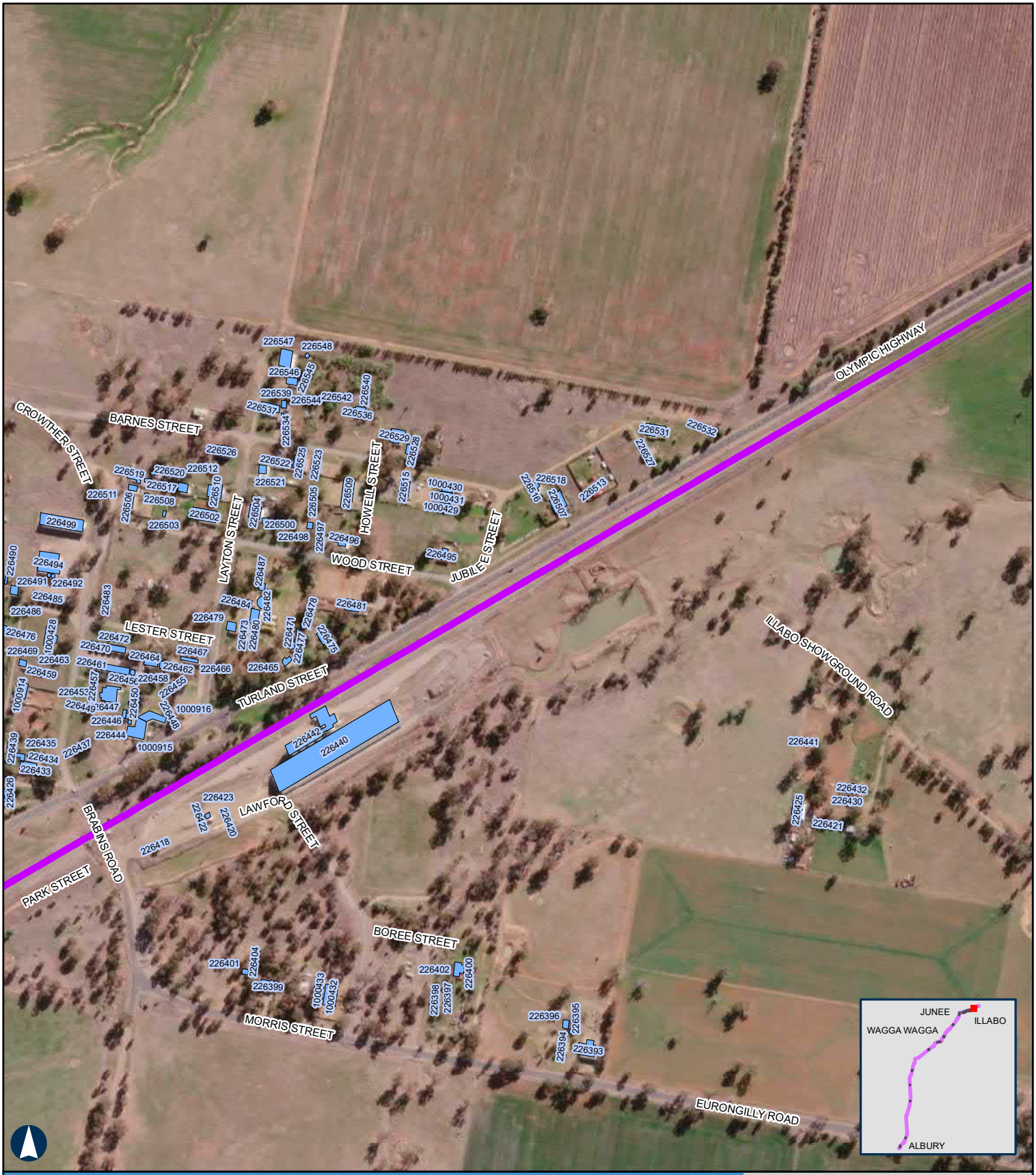

ALBURY TO ILLABO

Sensitive Receivers - Junee to Illabo

APPENDIX A - Map 35 of 37

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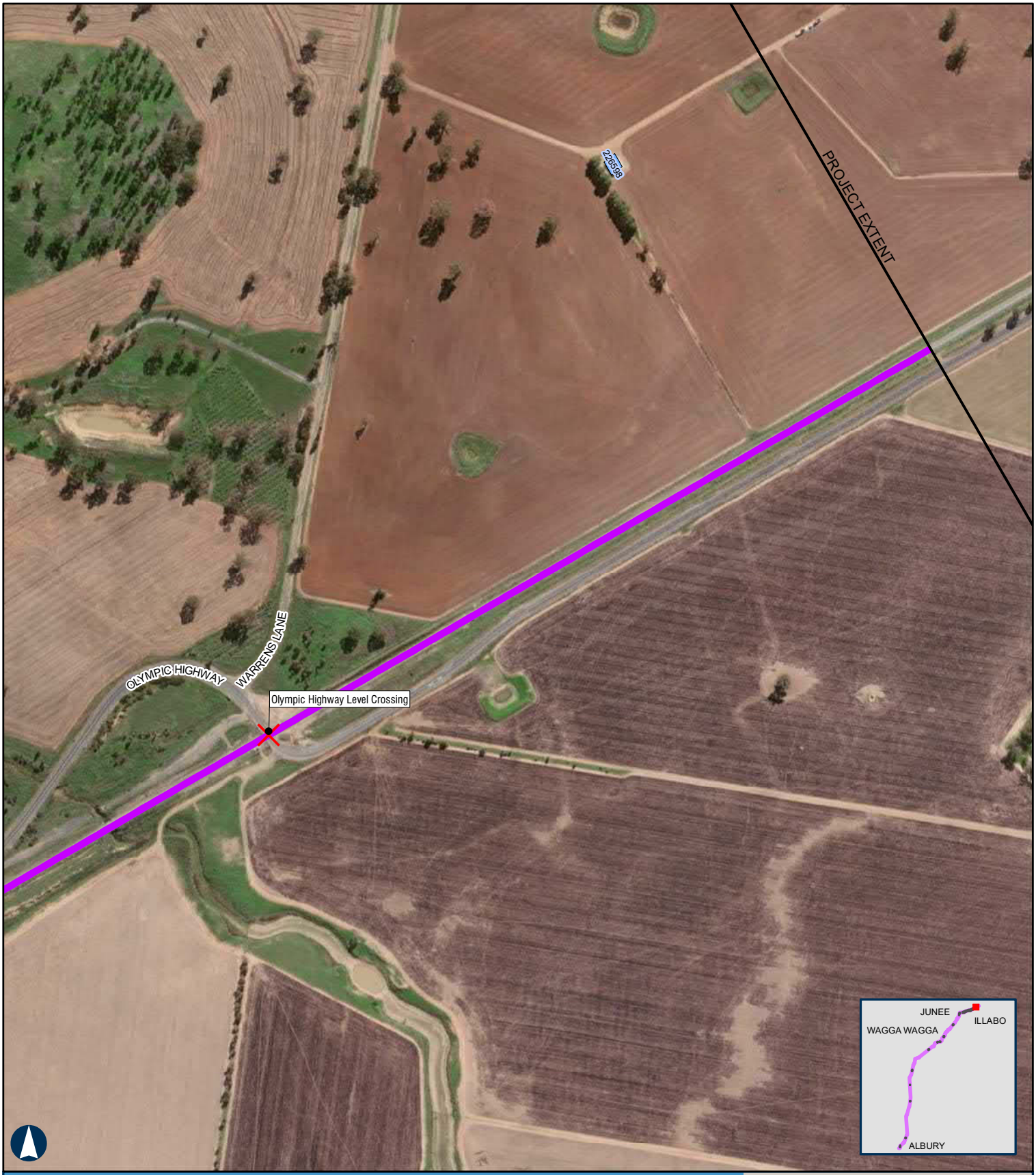

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APPENDIX A - Map 37 of 37

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TECHNICAL PAPER

07

Operational noise and vibration (rail)

Appendix B Noise model validation and rail vibration source data

Noise model validation

Overview

The level and character of railway noise within the local environment is specific to the rollingstock operations, condition of the rails and the daily rail traffic. Because of the wide range in variability of these factors, noise prediction models for railway infrastructure are commonly developed from a database of verified source noise emission levels for the rollingstock.

Organisations such as TfNSW have train noise emission databases for the use in noise modelling and railway noise impact assessments. A similar verified noise emission database has been adopted for assessment of railway noise on Inland Rail (refer **Table 11** of this report).

The methodology to predict railway noise has also been verified with reference to existing railway noise levels monitored by SLR at sections of existing railway operations that shall become part of Inland Rail in NSW. The details of the railway noise monitoring and noise model verification at three locations in NSW are provided in the following sections.

Noise monitoring locations and methodology

The noise monitoring locations were selected based on the following criteria, designed to provide a consistent across the noise monitoring locations:

- At monitoring sites adjacent to the rail line(s) that could be safely and regularly accessed without requiring entry to the rail corridor.
- Located approximately 15 m from the rail line to be representative of the nearest sensitive receivers and to be close enough to limit the potential influence of local weather conditions.
- Where the track was generally straight and observed to be in relatively good condition. This requirement limited the potential influence of unique factors such as curving noise or prominent track wear which can substantially increase localised rail noise levels.
- Where daily rail traffic was comparable to the proposed rail movements on Inland Rail.
- Railway operations were predominately heavy rail traffic (general freight and intermodal trains) and the locomotives were expected to generally be at a constant speed to minimise potential for discrete events such as braking or acceleration (high notch).

Railway noise levels for the daily existing trains movements were monitored at three nearby to Table Top, Henty and Wanitool, as summarised in **Table B1**.

Table B1 Noise monitoring locations in NSW

SLR ID	Location	Monitoring dates	Equipment[1,2]
1	331 Perryman Lane, Table Top NSW. 15 m from the outer rail	14 to 22 November 2018	NGARA noise logger (s/n 878000)
2	262 Henty-Walla Road, Henty NSW. 15 m from the outer rail.	14 to 22 November 2018	NGARA noise logger (s/n 8780C7)
3	731 Ballengoarrah Lane, Wanitool NSW. 13 m from the southbound outer rail and 17 m from the northbound outer rail	29 November to 7 December 2018	NGARA noise logger (s/n 878042)

Note 1 All monitoring equipment complies with the requirements of Australian Standard AS1259-1990 (part 1 and 2) and IEC 61672.

Note 2 All equipment was calibrated before and after the monitoring period with any drift in signal less than 1 dB.

To avoid the influence of surrounding buildings and structures on the railway noise levels, the railway noise levels were monitored in the free-field environment at 1.5 m above ground level for a period of seven consecutive days at each location.

The noise levels were measured at intervals of 1/10th of a second in order to isolate the discrete noise contribution from the train passby events.

The noise monitoring data was analysed to determine the noise emission level and duration of each clearly discernible train passby event. Applying principles from ISO 3095, the noise levels were analysed to define each train passby event. The analytical process for each location adopted the following approach:

- Identifying all noise level events above an initial threshold and sustained for a defined period of time; this was site specific and provided a first pass filter to identify likely train passby events.
- The length of each event was identified from the start and end points where the noise levels reached 10 dB above the background noise level at the time of each event.
- Each event was visually inspected to identify statistically valid train profiles i.e. a train passby signature that can be used to refine the processing of identifying each passby event.
- The audio data for each identified noise event was reviewed to confirm it was a train passby and not erroneous, activity nearby to the monitoring location.

Monitored rail passbys

The sound exposure level (L_{AE}) for each individually processed train passby was calculated as part of the analysis process. The discrete L_{AE} of each identified Freight and XPT train are plotted in **Figure B1** and **Figure B2** below for the three monitoring locations.

The average L_{AE} is plotted with comparison to the modelled value representative of a 1,000 m freight train with NR class locomotive, as per **Table 11**.

The relevant existing train speeds at the monitoring locations were estimated from posted track speeds and site observations. Based on the distribution of data, both sides of the double-track at Wanitool are in use, while the other two monitoring locations represent single track conditions.

Figure B1 Monitored freight train passby sound exposure levels

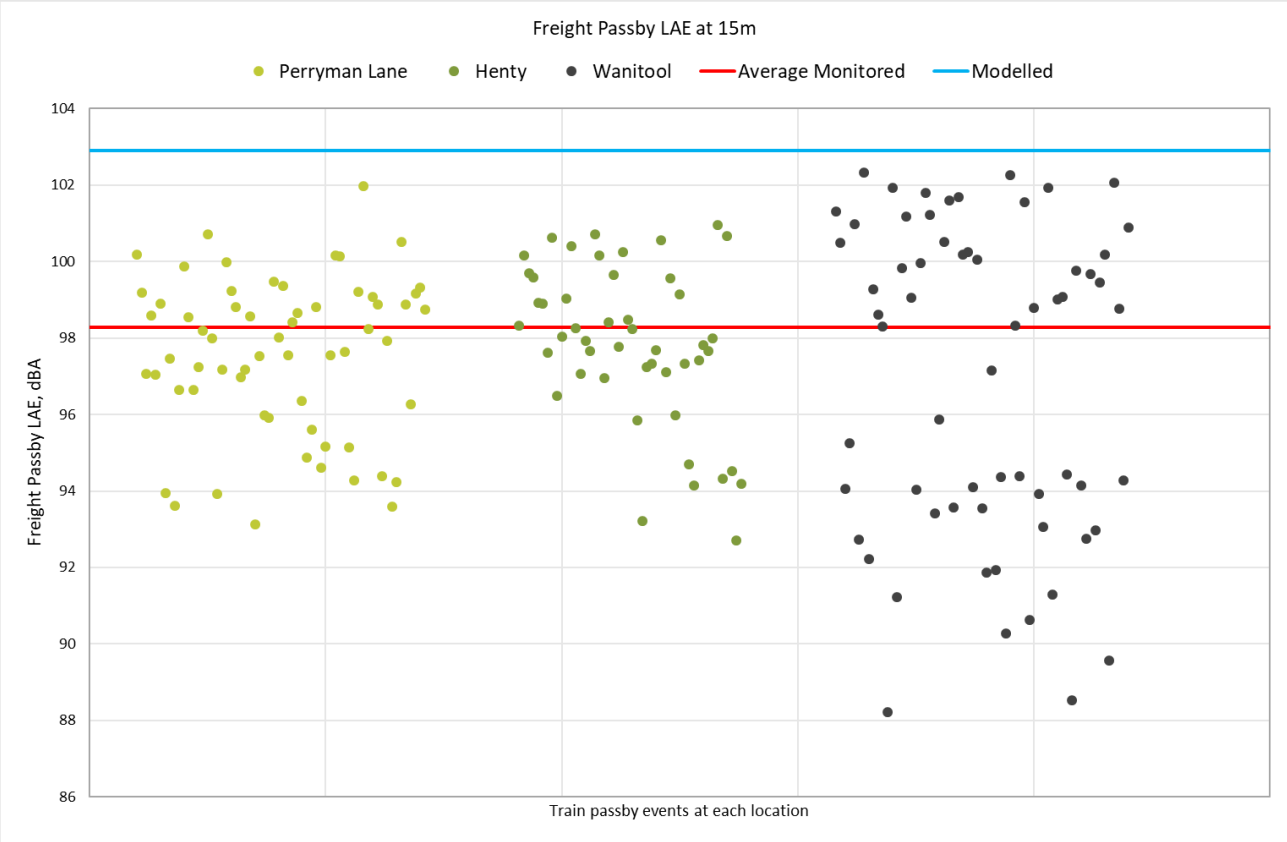
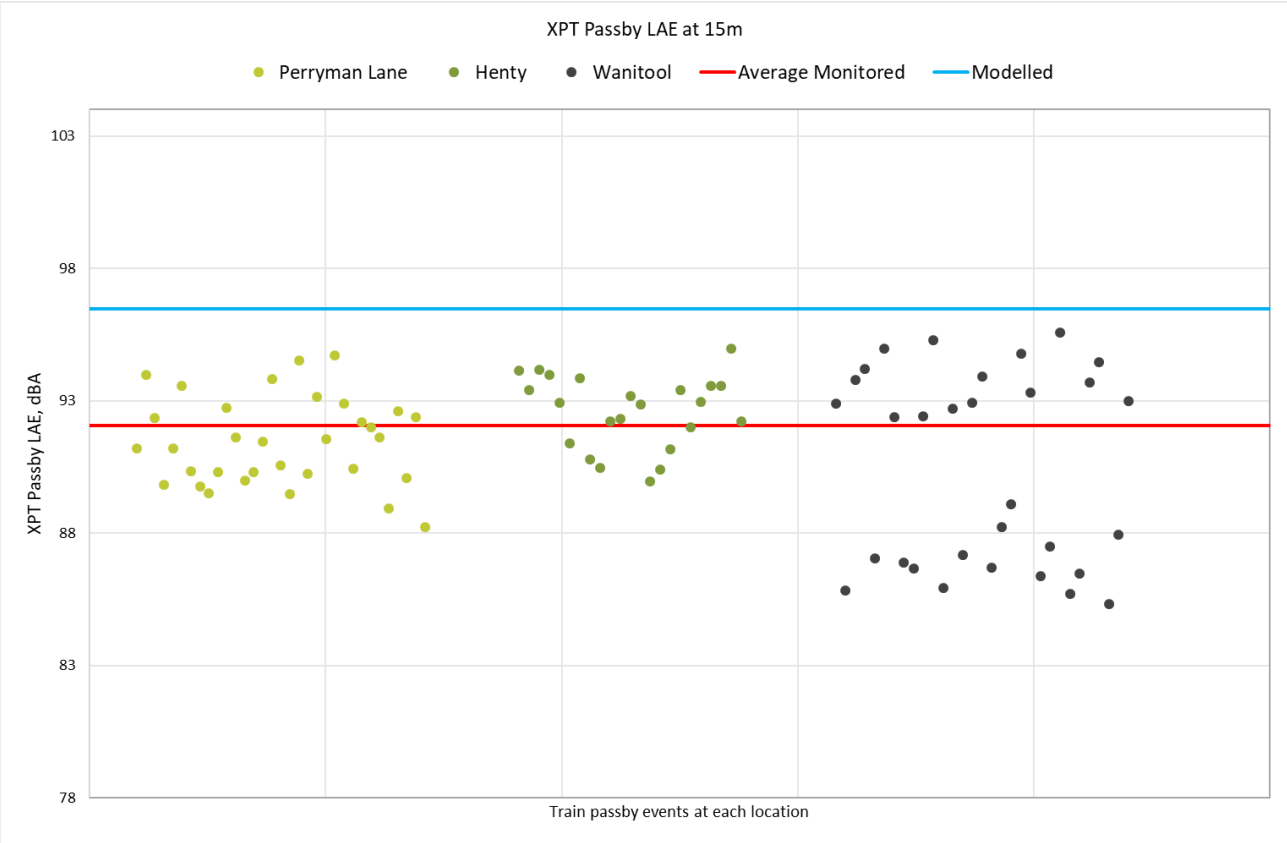


Figure B2 Monitored XPT train passby sound exposure levels



Monitored daily rail noise levels

The monitored daily L_{Aeq} railway noise levels at each monitoring location are detailed in the following table. The daily L_{Aeq} noise levels for validation are calculated from the noise level of each train passby, averaged over each day monitored and applied to the modelled number of trains on this section.

Weather data was referenced from the nearest Bureau of Meteorology weather stations to the monitoring locations. The local weather conditions, principally wind speed and precipitation, were found to not have influenced the monitoring noise levels for the train passby events. This was also, in part, due to the proximity of the monitoring locations to the rail lines. The daily railway noise levels, based on monitored data, at the locations at the monitoring locations are detailed in **Table B2**.

Table B2 Monitored daily railway noise levels

Monitoring location	Monitored railway noise levels, dBA	
	Daytime	Night-time
	$L_{Aeq(15hour)}$	$L_{Aeq(9hour)}$
Perryman Lane	61.5	64.3
Henty	60.6	63.6
Wanitool	62.7	65.4

The analysis of the monitored noise levels and audio recordings for the train passbys, along with on-site observations, identified the following:

- The daytime and night-time L_{Aeq} noise levels correlate closely between sites, with a total variability of approximately 2 dB. This reaffirms that the same rail traffic is dominant across all monitoring locations.
- The night-time L_{Aeq} noise levels are generally higher than the daytime L_{Aeq} noise levels, due to a similar volume of train passbys occurring over a shorter time period.
- The noise statistics are lower at Henty when compared with the other two monitoring locations. Given there were no local structures or geographical features to impede the propagation of railway noise, it was assumed that the train speeds in this section are lower than at the other monitoring locations.

Noise modelling

To enable verification of the monitored noise levels, the SoundPLAN noise modelling method, as discussed in **Section 6.1** of this report, was applied to calculate railway noise levels at each noise monitoring location. A summary of the key noise modelling data is provided in **Table B3**.

Table B3 Noise modelling inputs

Noise model attribute	Source data/ modelling approach
Daily train movements	As per the existing rail operations (volumes are consistent for day and night periods): 3 x Intermodal, 1 x Steel, 1 x General Freight, 1 x Grain – 1 and 2x XPT.
Rail line speeds	Referencing the posted speed data and monitoring observations the freight train speeds were estimated as 110 km/h at Perryman Ln, 90 km/h in Henty and 115 km/h at Wanitool. The XPT speeds were estimated as 150 km/h for all monitoring locations.
Railway acoustic corrections	Nil, all track was straight with no tight-radius curves, turnouts etc. within 100 m of each monitoring location.

Noise model attribute	Source data/ modelling approach
Track strings	The alignment of the existing rail tracks was referenced from publicly available datasets and rail corridor designs supplied by ARTC.
Consist information	All trains modelled as per the existing consists.
Passenger rail traffic	Two XPT passenger train movements are included for both the day and night-time periods at all monitoring locations.
Local environment	3-dimensonal digital terrain models were developed for the environment at each monitoring location. Ground conditions were modelled as soft ground (ground absorption co-efficient of 0.6).

Noise model verification

The predicted and monitored L_{Aeq} railway noise levels at each location were compared as part of the noise model verification, as detailed in **Table B4**. The model was determined to be verified to a suitable accuracy where the predicted L_{Aeq} noise levels were within ±2 dBA of the measured railway noise levels.

Table B4 Modelled railway noise levels

Monitoring location	Monitored railway noise levels, dBA	
	Daytime	Night-time
	$L_{Aeq,15hr}$	$L_{Aeq,9hr}$
Perryman Lane	63.2	65.2
Henty	62.3	64.2
Wanitool	64.1	66.0

The monitored and modelled L_{Aeq} noise levels at each location were compared, as detailed in **Table B5**. The noise model validation was determined for all three noise monitoring locations. Overall, the L_{Aeq} noise levels verify within 2 dBA of the monitored L_{Aeq} noise levels during the daytime and night-time periods and achieves NSW guidelines on transport noise model validation.

At the EIS stage it is satisfactory to slightly over-predict the railway noise levels to provide conservatism in both the assessment of potential noise impacts and the recommendations for potential noise mitigations.

Table B5 Noise model verification

Monitoring location	Monitored railway noise levels, dBA	
	Daytime	Night-time
	$L_{Aeq,15hr}$	$L_{Aeq,9hr}$
Perryman Lane	1.6	0.9
Henty	1.8	0.6
Wanitool	1.3	0.6

Source railway vibration data

The Proposal does not have existing comparable rail freight operations or speeds as that proposed. Consequently, it was not possible to measure local vibration levels directly and a vibration prediction model was used to estimate potential impacts.

To determine a reference ground vibration level, detailed measurement surveys were completed on existing rail corridors between Wagga Wagga and Albury in NSW and Euroa and Wallan in Victoria. The locations are associated with Inland Rail in NSW and Victoria where there are comparable existing rail freight operations, with single-stacked freight wagons, on ballasted track form.

The rail corridor in these regions is mainly used for rail freight and had an average of 20 or more freight train movements per day operating at 60 km/h to 80 km/h. Ground-borne vibration levels were measured at three locations in each region, with measurements made at-grade (ground level) at distances of 15 m to 45 m from the outer rail line.

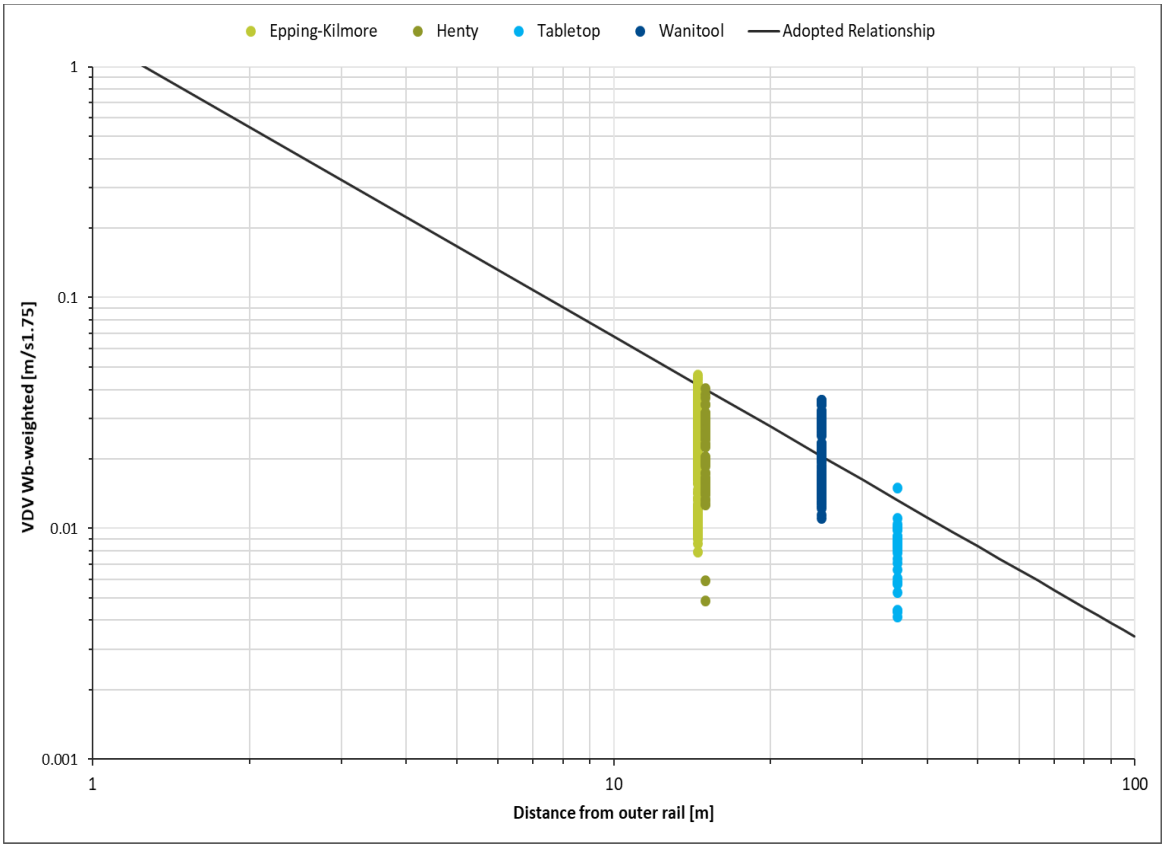
The train vibration measurements were referenced to calculate the W_b-weighted VDVs at 15 m from the outer rail. The calculated VDV (W_b weighted) varied at all sites from 0.01 $m/s^{1.75}$ to 0.04 $m/s^{1.75}$ for a single train passby event. The variation is representative of typical differences in rollingstock, wheel conditions and consists.

The adopted VDV (W_b weighted) of 0.04 $m/s^{1.75}$ at a setback of 15 m for a single train passby was based on the maximum derived VDVs. Accordingly, the assessment has assumed that each train is a potential worst-case vibration generating event and is therefore conservative. The change in VDV for a single train passby event with distance from the track is shown in **Figure B6**. The figure presents the monitored vibration levels at four separate sites and the adopted relationship between rail vibration and distance from the outer rail.

The figure shows the reduction of VDV with increasing distance from the track based on geometric spreading of the vibration energy only (ignoring site specific dampening). The results obtained using this process had similar vibration spectra and relationships between overall levels and distance from the rail track.

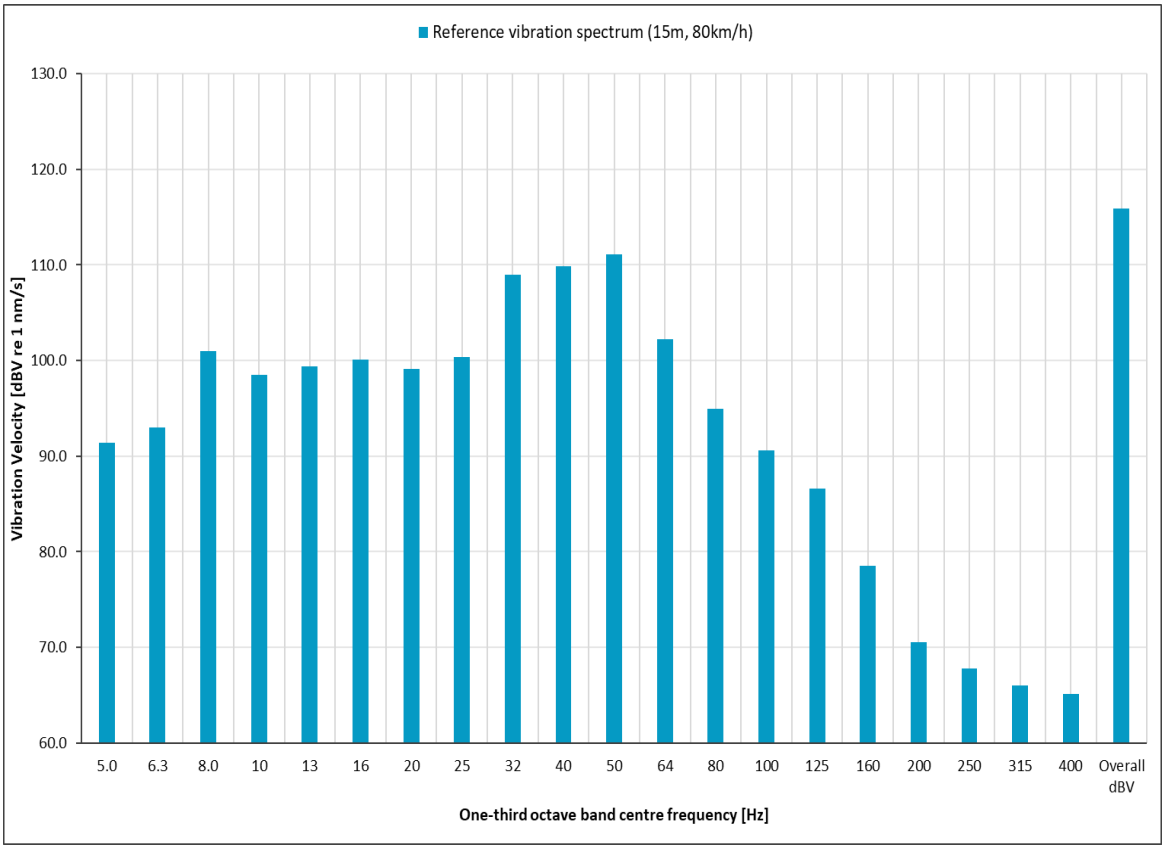
The modelled vibration spectrum in **Figure B7** is provided as one-third octave bands based on the logarithmic averages of the measurement data set. The approach has a bias for measurement sites with the highest ground-borne vibration levels during train passby events. As ground-borne vibration propagates away from the track, the amplitude of the vibration wave attenuates with increasing distance. The reference vibration spectrum was adjusted to account for this reduction in amplitude.

Figure B6 Logarithmic relationship between VDV and distance



Note Reference VDV for a single freight train passby.

Figure B7 Vibration velocity spectrum at 15 m from the outer rail



Note Reference vibration velocity spectrum for a single freight train passby.

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Operational noise and vibration (rail)

Appendix C Noise and vibration from double-stacked freight wagons

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

The load on the axles from freight wagons has the potential to influence the noise and vibration emission levels during the train passby event. The load will vary depending on the configuration of single stacked and double stacked containers and the contents of the containers which can vary from empty to the capacity weight.

To investigate the noise and vibration emission levels, SLR conducted a noise and vibration monitoring survey in January 2019 at a section of straight track near to Merriton, approximately 170 km north of Adelaide. The freight trains in the area were known to have both single stacked and double stacked containers on the wagons.

Based on site observations from outside the rail corridor area, the following features of the track were identified:

- The track was single line, on a ballasted track with concrete sleepers with train movements in both directions.
- The depth of the ballast was estimated at 700 mm on clay and sandy top soil.
- Based on site observations the train speeds ranged from 80 km/h to 100 km/h.

During train passby events, noise and vibration levels were monitored simultaneously at six locations (three noise and three vibration) along the track section. A comparison of the noise and vibration level across the whole train passby was made for the trains that had only single stacked containers on the wagons and those trains with a combination of double stacked and single stacked containers. It was noted that no trains had all wagons loaded with double stacked containers and the analysis did not isolate those wagons that were empty or stacked with empty containers.

The noise levels over the duration of the train passby events are presented for the three noise monitoring locations (Channel 4, Channel 5 and Channel 6) in **Figure C1**. Spot 2D acoustic intensity measurements confirmed the rail and wheel are key noise sources (and not radiated vibration of containers).

The locomotives at the front of the train are the initial elevated noise levels with the sections of known single stacked and double stacked containers identified thereafter. It can be seen that the noise levels at the three monitoring locations were approximately 2 dBA or less during the passby of the double stacked wagons.

As shown in **Figure C2**, consistent with the measured noise levels, albeit a more marginal difference, the vibration velocity levels (in dBV) are higher with the single stacked container wagons.

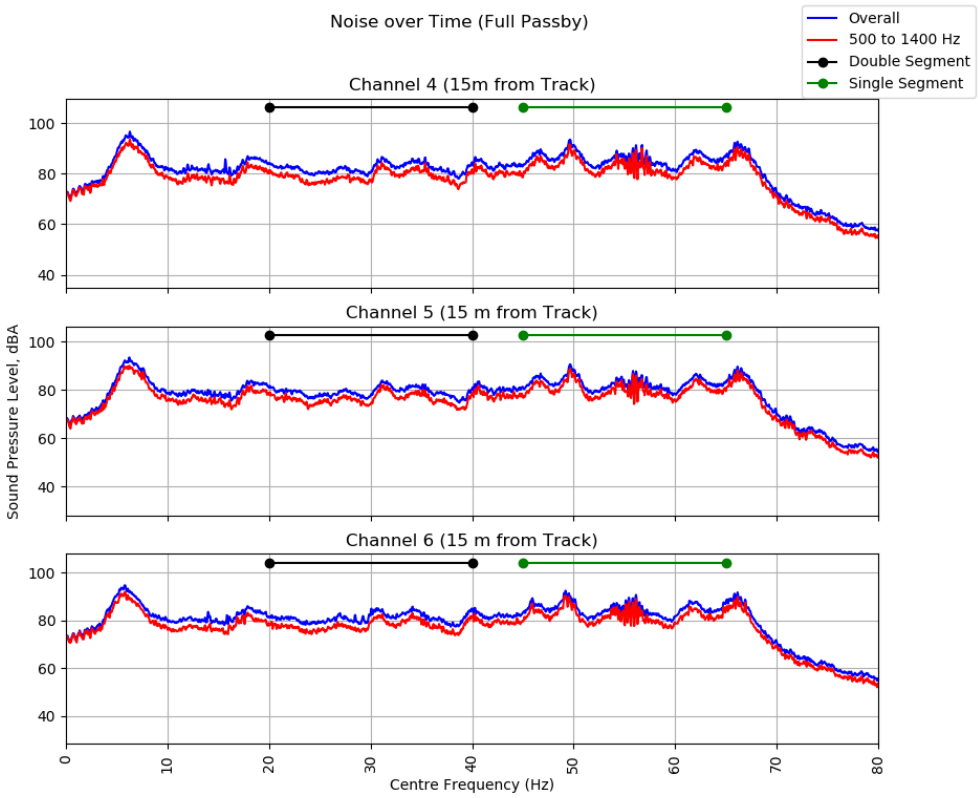
It is considered that if a noise emission correction factor were to be applied to the stacking configuration, this would be complicated by many factors in practice, particularly the:

- Proportion of wagons with single and double stacked containers and where they are located.
- Number and position of empty wagons (no containers).
- Load of the individual wagons, which can vary from empty to the maximum load capacity.

Consequently, whilst the loading of the freight consist can vary considerably depending on the mix of empty or fully loaded containers, the measurements find it insignificant with respect to rolling noise and vibration emissions compared to other factors such as individual wheel and track condition.

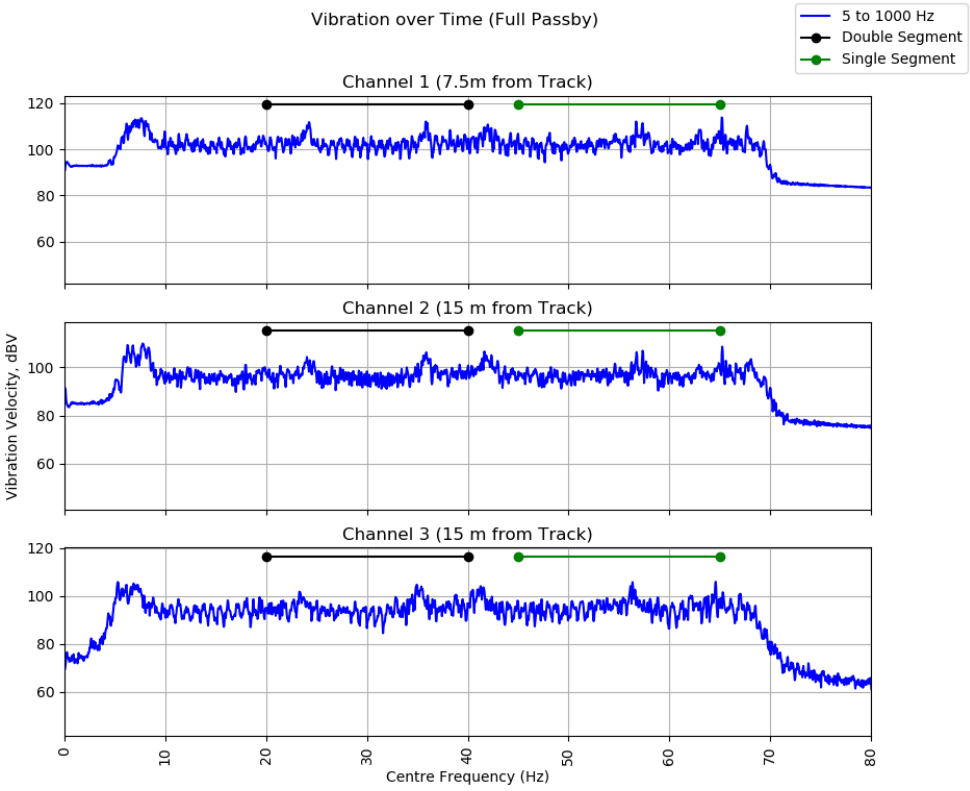
On the basis of the above analysis, correction factors to the noise and/or vibration emissions from double stacked wagons have not be considered in the Inland Rail operational rail noise and vibration assessments (at the EIS stage).

Figure C1 A-weighted noise levels for the entire train passby



The ground vibration levels at three locations (Channel 1, Channel 2 and Channel 3) for the same train passby event is presented in **Figure C2**.

Figure C2 Vibration velocity levels for the entire train passby



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Operational noise and vibration (rail)

Appendix D Predicted noise levels—Year 2025 proposal commencement

ALBURY TO ILLABO ENVIRONMENTAL IMPACT STATEMENT

The predicted noise levels for the operation of the A2I proposal in the year 2025 (proposal commencement) are detailed in **Table D1** to **Table D4** below for the daytime, night-time, and maximum rail noise levels. All predicted noise levels are assessed against the NSW RING noise trigger levels, with exceeding parameters highlighted. The predicted noise levels for the proposal alignment, including at all identified sensitive receivers, are provided in the noise contour maps following the table.

Table D1: Albury Yard clearances, Riverina Highway Bridge and Billy Hughes Bridge

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
1000040	RES	512	40	39	66	37	39	67	3	0	-1
1000041	RES	530	39	38	66	37	39	67	3	-1	-1
1000042	RES	539	39	38	66	36	38	66	3	-1	-1
1000044	RES	652	38	37	60	35	37	60	3	0	0
1000045	RES	673	37	36	61	34	36	61	3	0	0
1000046	RES	650	37	36	61	34	36	62	3	0	-1
1000047	RES	675	37	36	60	34	36	61	3	0	0
1000048	RES	662	37	36	61	34	36	61	3	0	0
1000049	RES	712	39	37	61	36	38	61	3	0	0
1000050	RES	700	37	35	61	34	36	61	3	0	0
1000051	RES	723	37	35	61	34	36	61	3	0	0
1000052	RES	770	36	35	61	33	35	61	3	0	0
1000053	RES	774	37	36	62	34	36	63	3	0	0
1000054	RES	727	38	37	63	35	37	63	3	-1	0
1000055	RES	704	38	37	62	36	37	62	3	0	0
1000057	OED	236	47	46	75	44	46	75	3	-1	0
1000059	RES	190	48	47	81	46	48	81	2	-1	0
1000061	RES	489	37	36	62	35	37	62	3	0	0
1000065	RES	506	43	42	70	40	42	69	3	0	1
1000072	RES	633	43	41	68	39	41	66	3	0	2
176815	RES	887	34	33	60	32	34	60	3	-1	0
176820	RES	698	38	37	64	35	37	65	3	0	-1
176827	RES	896	35	34	64	32	34	64	2	-1	0
176831	RES	835	34	32	58	31	33	58	3	-1	0
176838	RES	927	36	34	64	33	35	64	3	-1	0
176854	RES	874	34	33	59	31	33	58	3	0	2
176857	RES	747	35	34	61	32	34	62	3	0	-1
176865	RES	766	34	33	56	31	33	57	3	0	0
176870	RES	688	38	36	64	34	36	65	3	0	-1
176875	RES	623	38	37	64	35	36	65	3	0	-1
176878	RES	935	36	35	66	34	36	67	2	-1	0
176879	RES	713	36	35	60	33	35	60	3	0	-1
176889	RES	606	42	41	69	39	41	70	3	0	-1
176900	RES	943	36	35	65	34	36	65	2	-1	-1
176904	RES	686	37	36	63	34	36	64	3	0	-1
176905	RES	918	34	32	62	31	33	62	2	-1	0
176910	RES	780	34	33	57	31	33	57	3	0	0
176913	RES	872	33	32	61	31	33	61	3	0	-1
176915	RES	896	34	32	62	31	33	62	2	-1	0
176920	RES	855	35	33	61	32	34	62	3	0	-1
176923	RES	638	37	36	65	34	36	65	3	0	-1
176926	RES	403	44	43	70	42	43	70	3	0	0
176929	RES	389	45	44	70	42	44	70	3	0	0
176934	RES	588	41	39	68	38	40	68	3	0	0
176935	RES	376	46	45	71	43	45	71	3	0	0
176938	RES	429	44	43	71	41	43	71	3	0	0
176941	RES	544	37	35	63	34	36	63	3	0	0
176942	RES	806	34	33	56	31	33	56	3	0	0
176945	RES	696	39	38	62	36	38	62	3	0	-1
176946	RES	497	41	39	68	38	40	68	3	0	0
176947	RES	510	38	36	65	35	37	65	3	0	0
176951	RES	487	43	42	72	40	42	72	3	0	0
176959	RES	776	33	32	56	31	32	56	3	0	0
176960	RES	468	40	38	68	37	39	68	3	0	0
176961	RES	444	41	40	70	38	40	70	3	0	0
176966	RES	631	38	37	65	35	37	66	3	0	-1
176972	RES	729	35	34	63	33	35	64	2	-1	-1
176983	RES	596	40	38	65	37	39	65	3	0	-1
176986	RES	990	38	36	65	35	37	65	2	-1	0
176990	RES	690	39	38	63	36	38	64	3	0	-1
176994	RES	429	43	42	70	40	42	70	3	0	0
176996	RES	543	38	37	66	35	37	67	3	0	0
177006	RES	929	34	33	63	31	33	63	2	-1	0
177009	RES	641	39	37	65	36	38	65	3	0	-1
177010	RES	943	35	34	64	33	35	64	2	-1	0
177020	RES	891	35	34	65	33	35	66	2	-1	-1
177023	RES	597	41	40	67	38	40	67	3	0	-1
177025	RES	907	35	34	64	33	35	65	2	-1	0
177026	RES	519	39	38	66	36	38	67	3	0	-1
177029	RES	832	34	33	58	31	33	58	3	0	0
177032	RES	854	35	34	62	32	34	62	3	0	0
177033	RES	999	37	36	63	35	37	64	2	-1	-1
177034	RES	873	35	34	64	33	35	65	2	-1	-1
177039	RES	544	36	35	63	33	35	64	3	0	-1
177044	RES	485	40	39	66	37	39	67	3	0	0
177046	RES	499	40	39	66	37	39	66	3	-1	0
177050	RES	739	35	34	60	32	34	60	3	-1	0
177051	RES	757	34	33	59	31	33	59	3	0	0
177062	RES	462	45	44	71	42	44	71	3	0	0
177069	RES	450	45	44	70	42	44	71	3	0	0
177072	RES	978	37	36	63	35	37	63	2	-1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177073	RES	802	34	33	57	31	33	57	3	0	0
177080	RES	723	35	34	59	32	34	59	2	-1	0
177089	RES	676	36	35	64	33	35	64	3	0	0
177096	RES	749	35	34	59	32	34	60	3	0	0
177098	RES	695	35	34	61	33	35	61	3	-1	0
177099	RES	913	35	34	63	33	35	63	2	-1	0
177100	RES	664	37	35	64	34	36	65	3	0	-1
177105	RES	995	37	36	66	35	37	67	2	-1	0
177111	RES	640	38	37	66	36	38	67	3	0	-1
177113	RES	151	49	48	79	46	48	79	3	0	-1
177114	RES	811	34	33	58	31	33	59	3	0	0
177118	RES	622	39	37	67	36	38	67	3	0	-1
177121	RES	607	40	39	65	37	39	66	3	0	0
177124	RES	947	35	33	63	32	34	64	3	0	-1
177129	RES	195	47	46	75	44	46	76	3	0	-1
177131	RES	587	42	40	68	39	41	68	3	0	0
177132	RES	678	35	34	61	33	35	61	3	-1	0
177136	RES	565	41	40	68	38	40	68	3	0	0
177148	RES	236	43	42	72	40	42	72	3	0	0
177149	RES	750	35	34	62	32	34	63	3	-1	0
177150	RES	548	41	40	66	38	40	67	3	0	0
177151	RES	912	36	34	66	33	35	66	2	-1	0
177154	RES	978	37	36	64	35	37	65	2	-1	0
177156	RES	931	34	33	64	32	34	64	2	-1	0
177165	RES	534	41	40	67	38	40	68	3	0	0
177166	RES	805	35	33	59	32	34	60	3	0	0
177170	RES	891	34	32	63	31	33	63	2	-1	0
177174	RES	795	35	33	59	32	34	59	3	0	0
177175	RES	858	34	33	62	32	34	62	3	-1	-1
177176	RES	831	35	33	61	32	34	62	3	0	-1
177178	RES	291	45	43	70	41	43	70	3	0	0
177180	RES	492	43	41	68	40	42	68	3	0	0
177182	RES	876	33	32	62	31	33	62	2	-1	-1
177183	RES	509	42	41	68	39	41	69	3	0	0
177185	RES	473	41	40	68	38	40	68	3	0	0
177187	RES	450	46	45	71	43	45	72	3	0	0
177188	RES	678	35	34	60	32	34	60	3	0	0
177193	RES	338	40	38	65	37	39	65	3	0	-1
177194	RES	322	41	40	67	38	40	68	3	0	-1
177197	RES	987	38	36	67	35	37	67	2	-1	0
177198	RES	735	35	34	61	32	34	62	3	0	-1
177201	RES	437	46	45	72	43	45	72	3	0	0
177204	RES	134	48	47	78	46	48	78	3	-1	0
177207	RES	388	47	46	71	44	46	72	3	0	0
177213	RES	798	35	34	63	32	34	63	3	0	-1
177214	RES	154	47	46	76	44	46	76	3	0	-1
177219	RES	196	47	46	76	44	46	77	3	0	-1
177228	RES	188	47	45	75	44	46	75	3	0	0
177231	RES	247	44	43	70	41	43	70	3	0	-1
177232	RES	221	44	43	72	41	43	73	3	0	-1
177237	RES	213	45	43	71	42	43	72	3	0	-1
177239	RES	284	44	43	70	41	43	71	3	0	0
177240	RES	996	37	36	62	35	37	63	2	-1	0
177242	RES	331	45	44	71	42	44	72	3	0	0
177244	RES	733	34	33	57	31	33	56	3	0	1
177245	RES	622	34	33	60	31	33	58	3	0	1
177248	RES	239	44	43	70	41	43	70	3	0	0
177250	RES	296	43	42	70	40	42	70	3	0	-1
177251	RES	307	42	41	67	39	41	67	3	0	0
177256	RES	609	34	33	61	32	34	61	3	-1	0
177258	RES	319	46	44	71	42	44	71	3	0	0
177259	RES	585	35	34	60	32	34	60	3	0	0
177260	RES	655	35	33	59	32	34	59	3	0	0
177264	RES	386	42	41	67	39	41	67	3	0	0
177267	RES	296	49	48	75	45	47	75	3	0	0
177268	RES	324	43	42	69	40	42	69	3	0	0
177271	RES	646	35	33	59	32	34	60	3	0	0
177273	RES	572	35	34	60	32	34	60	3	-1	0
177274	RES	360	43	42	69	40	42	69	3	0	-1
177275	RES	331	41	40	66	38	40	66	3	0	0
177284	RES	511	37	36	61	34	36	62	3	0	0
177288	RES	546	35	34	60	32	34	60	3	-1	-1
177290	RES	713	35	34	58	32	34	57	3	0	1
177291	RES	270	49	48	75	46	48	76	3	0	0
177294	RES	945	35	33	62	32	34	62	2	-1	0
177297	RES	910	34	33	59	32	34	60	3	-1	0
177298	RES	990	36	35	65	34	36	65	2	-1	0
177299	RES	281	45	44	71	42	44	72	3	0	0
177303	RES	531	36	35	62	34	36	62	3	-1	0
177305	RES	927	36	34	66	33	35	66	2	-1	0
177309	RES	240	48	47	75	45	47	75	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177311	RES	388	41	40	66	38	40	66	3	0	0
177312	RES	648	40	39	64	37	39	65	3	-1	-1
177313	RES	451	37	36	61	35	36	62	3	0	-1
177317	RES	489	37	36	63	34	36	64	3	-1	0
177320	RES	843	35	33	61	32	34	62	3	0	0
177321	RES	896	34	32	63	31	33	63	3	0	0
177322	RES	872	34	33	63	32	34	63	3	0	0
177323	RES	847	33	32	59	31	33	60	3	0	-1
177324	RES	217	46	45	77	43	45	77	3	0	-1
177327	RES	665	38	37	64	35	37	64	3	0	0
177328	RES	470	36	34	61	33	35	62	3	-1	-1
177329	RES	703	34	33	57	32	33	57	3	0	0
177331	RES	822	34	33	57	31	33	57	3	0	0
177332	OOA	495	41	40	66	39	41	67	3	0	0
177333	RES	431	38	37	64	35	37	65	3	0	0
177336	RES	198	49	48	77	46	48	78	3	0	0
177337	RES	693	35	34	59	32	34	59	3	0	0
177340	RES	807	34	33	61	31	33	62	3	0	-1
177341	RES	784	34	33	59	32	34	60	3	0	0
177343	RES	188	52	51	78	48	50	78	4	1	0
177348	RES	995	36	34	65	34	36	66	2	-1	-1
177353	RES	175	52	51	79	48	50	79	4	1	0
177354	RES	769	34	33	60	31	33	60	3	0	-1
177356	RES	163	52	51	79	49	51	79	4	1	0
177357	RES	653	40	38	65	37	39	65	3	-1	-1
177358	RES	397	37	36	62	34	36	63	3	0	-1
177360	RES	133	46	45	76	44	46	76	3	-1	0
177363	RES	748	35	34	58	32	34	59	3	0	0
177365	RES	150	54	53	81	50	52	81	3	0	0
177366	RES	824	35	34	59	32	34	59	3	-1	0
177369	RES	150	47	45	76	44	46	77	3	-1	0
177371	RES	331	38	37	66	35	37	67	3	0	-1
177372	RES	168	46	45	75	43	45	76	3	0	0
177379	RES	203	45	43	74	42	44	75	3	0	-1
177382	RES	188	45	44	76	42	44	76	3	0	-1
177384	RES	312	37	36	63	35	37	63	3	0	0
177385	RES	252	46	45	76	43	45	76	3	0	-1
177390	RES	294	41	39	70	38	40	71	3	-1	-1
177393	RES	781	34	33	60	31	33	61	3	0	0
177395	RES	877	37	35	60	34	36	60	3	0	0
177396	RES	591	35	34	60	33	34	60	3	0	-1
177397	RES	618	36	35	59	33	35	59	3	0	0
177398	RES	905	33	32	59	31	33	59	3	0	0
177404	RES	576	36	35	60	33	35	60	3	0	-1
177406	RES	289	45	44	73	42	44	74	3	0	-1
177407	RES	826	34	33	60	31	33	59	3	0	0
177408	RES	276	42	41	70	39	41	71	2	-1	0
177410	RES	677	38	37	62	35	37	63	3	0	-1
177414	RES	990	35	34	63	33	35	64	2	-1	-1
177417	RES	558	36	35	59	34	36	60	3	0	0
177420	RES	689	37	36	62	34	36	62	3	0	-1
177421	RES	729	35	34	61	33	35	62	3	0	-1
177422	RES	650	39	38	63	36	38	64	3	0	0
177425	RES	323	43	42	73	40	42	74	3	0	-1
177427	RES	741	38	36	64	35	37	65	3	0	-1
177429	RES	949	35	34	61	32	34	62	3	-1	0
177431	RES	702	37	36	64	35	37	64	3	0	0
177433	RES	715	38	37	63	35	37	63	3	0	0
177435	RES	265	43	42	72	40	42	72	3	-1	-1
177439	RES	239	43	42	70	40	42	70	3	0	-1
177441	RES	531	36	35	59	33	35	59	3	0	0
177445	RES	930	35	34	62	32	34	62	3	-1	-1
177446	RES	764	36	34	61	33	35	61	3	0	0
177447	RES	366	44	42	71	41	43	71	3	0	-1
177448	RES	334	43	42	70	40	42	71	3	0	0
177451	RES	251	44	43	73	41	43	74	3	-1	-1
177452	RES	732	36	35	62	34	36	62	3	-1	-1
177453	RES	629	36	35	61	34	35	61	3	0	0
177457	RES	516	36	35	60	33	35	60	3	0	0
177460	RES	983	32	31	56	29	31	57	3	0	-1
177462	RES	232	43	41	70	40	42	70	3	0	0
177463	RES	914	35	33	62	32	34	62	3	0	-1
177465	RES	506	36	35	61	33	35	62	3	0	0
177466	RES	809	34	33	60	31	33	60	3	0	0
177467	RES	332	39	38	64	36	38	64	3	0	-1
177468	RES	893	34	33	62	32	34	62	3	0	0
177469	RES	995	29	28	51	26	28	51	3	0	0
177470	RES	484	37	36	61	34	36	61	3	0	0
177472	RES	217	44	43	74	41	43	74	3	0	0
177473	RES	302	44	43	70	41	43	70	3	0	-1
177477	RES	792	36	34	62	33	35	62	3	-1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177479	RES	1000	35	34	63	33	35	64	2	-1	-1
177481	RES	447	37	35	61	34	36	62	3	0	-1
177484	RES	308	39	38	62	36	38	63	3	0	0
177486	RES	875	35	33	62	32	34	63	3	0	-1
177487	RES	842	34	33	62	32	34	62	3	0	0
177488	RES	416	43	42	70	40	42	71	3	0	0
177492	RES	855	33	32	60	31	33	60	3	0	0
177493	RES	697	35	34	63	32	34	63	3	0	0
177495	RES	439	41	39	67	38	40	67	3	-1	-1
177496	RES	206	44	43	74	41	43	73	3	0	0
177497	RES	823	34	33	63	31	33	63	3	0	0
177499	RES	873	37	36	61	34	36	60	3	0	1
177500	RES	187	45	44	74	43	45	74	3	0	-1
177503	RES	293	39	38	68	37	39	69	3	0	-1
177504	RES	245	43	41	71	40	42	71	3	0	-1
177506	RES	961	35	34	59	32	34	59	3	0	0
177507	RES	172	48	47	78	45	47	78	3	0	0
177508	RES	413	36	35	60	34	36	61	3	0	-1
177511	RES	422	37	35	59	34	36	60	3	0	-1
177515	RES	805	37	36	63	35	37	63	3	-1	-1
177519	RES	789	34	33	63	32	34	63	3	0	0
177521	RES	827	35	34	59	32	34	60	3	-1	-1
177525	RES	762	34	33	61	31	33	61	3	0	0
177528	RES	357	41	40	67	38	40	68	3	0	-1
177530	RES	805	33	32	60	31	32	60	3	0	0
177533	RES	390	36	35	61	33	35	62	3	0	0
177534	RES	526	42	40	68	39	41	69	3	0	-1
177535	RES	927	35	34	61	33	35	61	2	-1	0
177538	RES	374	38	37	63	35	37	64	3	0	0
177539	RES	891	35	33	59	32	34	59	3	-1	0
177540	RES	609	36	35	63	33	35	64	3	0	-1
177541	RES	595	36	35	61	33	35	61	3	0	0
177545	RES	736	34	33	60	31	33	61	3	0	0
177547	RES	159	49	48	77	46	48	77	3	0	0
177548	RES	905	35	33	59	32	34	59	3	-1	-1
177549	RES	573	36	35	60	33	35	60	3	0	0
177550	RES	997	35	33	60	32	34	61	3	0	-1
177552	RES	981	36	35	60	33	35	60	2	-1	0
177554	RES	293	44	43	69	41	43	70	3	0	0
177556	RES	133	46	45	76	44	46	77	2	-1	0
177557	RES	729	35	34	63	32	34	63	3	0	0
177558	RES	168	45	44	78	43	45	78	2	-1	0
177559	RES	152	47	45	79	45	46	79	2	-1	0
177560	RES	551	36	35	60	33	35	60	3	0	0
177561	RES	241	43	42	70	40	42	70	3	0	0
177562	RES	320	40	38	66	37	39	67	3	0	-1
177564	RES	591	40	38	67	37	39	67	3	0	-1
177565	RES	701	35	34	59	32	34	59	3	0	0
177566	RES	542	40	39	66	38	40	67	3	-1	0
177567	RES	945	35	34	60	33	35	60	3	-1	0
177568	RES	533	35	34	61	33	34	61	3	0	0
177569	RES	553	39	38	66	37	38	67	3	-1	0
177570	RES	179	45	43	75	42	44	76	2	-1	-1
177573	RES	961	36	34	59	33	35	60	3	-1	0
177576	RES	505	35	34	59	33	34	60	3	0	-1
177580	RES	204	44	43	77	42	44	77	2	-1	-1
177581	RES	193	46	45	77	43	45	77	3	-1	0
177583	RES	482	36	35	60	33	35	59	3	0	0
177584	RES	364	42	41	69	39	41	70	3	0	-1
177585	RES	691	35	34	61	33	35	61	3	0	0
177587	RES	1000	36	35	60	33	35	60	2	-1	0
177590	RES	590	37	36	62	35	37	62	3	0	0
177591	RES	293	44	43	71	41	43	71	3	0	0
177596	RES	420	35	34	61	32	34	62	3	0	0
177602	RES	947	33	32	57	30	32	58	3	0	-1
177605	RES	934	34	33	58	32	33	57	3	0	1
177613	RES	270	39	37	65	36	38	65	3	0	0
177614	RES	912	34	33	59	31	33	60	3	0	-1
177616	RES	325	39	38	65	36	38	65	3	0	0
177617	RES	241	44	42	74	41	43	74	2	-1	0
177618	RES	994	34	33	59	32	34	60	3	0	-1
177619	RES	265	40	39	66	37	39	67	3	0	0
177621	RES	362	39	38	64	36	38	64	3	0	-1
177623	RES	899	34	33	59	31	33	60	3	0	-1
177625	RES	881	34	33	60	31	33	60	3	0	0
177629	RES	862	34	33	60	32	34	61	3	0	-1
177630	RES	574	37	36	62	34	36	63	3	0	-1
177631	RES	300	40	38	68	37	39	68	3	-1	0
177637	RES	246	40	39	65	37	39	65	3	0	0
177643	RES	352	43	42	70	41	42	71	3	0	-1
177646	RES	228	41	40	70	38	40	71	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177647	RES	936	32	31	55	29	31	56	3	0	0
177650	RES	824	34	33	57	31	33	57	3	0	0
177651	RES	185	42	41	71	39	41	71	3	0	-1
177653	RES	848	35	34	58	32	34	58	3	0	0
177655	RES	815	33	32	56	31	33	56	3	0	-1
177656	RES	288	44	43	74	42	44	74	3	-1	-1
177661	RES	781	34	33	59	31	33	59	3	0	0
177662	RES	331	41	40	69	39	41	70	3	-1	-1
177663	RES	798	34	33	60	31	33	60	3	0	0
177664	RES	412	36	34	60	33	35	60	3	0	-1
177665	RES	186	44	43	75	42	44	76	3	-1	-1
177666	RES	587	36	35	60	33	35	60	3	0	0
177667	RES	630	36	35	61	33	35	61	3	0	-1
177668	RES	951	35	34	57	32	34	57	3	0	1
177669	RES	428	42	41	67	39	41	67	3	0	-1
177670	RES	381	39	38	67	37	39	67	3	-1	-1
177671	RES	768	34	32	56	31	33	56	3	0	0
177677	RES	143	44	42	75	41	43	76	3	-1	-1
177678	RES	710	35	33	63	32	34	64	3	0	-1
177679	RES	127	49	48	80	47	49	80	2	-1	0
177680	RES	690	35	34	62	32	34	62	3	0	0
177681	RES	744	34	32	57	31	33	57	3	0	0
177682	RES	161	45	43	75	42	44	75	3	-1	-1
177685	RES	165	49	48	79	47	49	79	3	-1	0
177686	RES	573	39	37	63	36	38	63	3	0	0
177687	RES	594	33	32	58	31	33	59	2	-1	0
177693	RES	397	39	38	66	36	38	67	3	-1	-1
177695	RES	248	44	43	75	42	44	75	2	-1	0
177696	RES	168	44	43	74	42	44	75	2	-1	-1
177697	RES	178	48	47	80	45	47	80	3	-1	0
177699	RES	731	34	33	59	31	33	60	3	0	0
177700	RES	187	44	42	74	41	43	75	2	-1	-1
177702	RES	633	35	34	63	32	34	63	3	0	0
177706	RES	198	44	43	75	42	43	75	2	-1	-1
177708	RES	423	42	41	66	39	41	67	3	0	-1
177711	RES	364	42	41	67	39	41	68	3	0	-1
177713	RES	300	44	42	74	41	43	74	3	-1	0
177719	RES	594	37	36	62	35	36	62	3	0	-1
177730	RES	681	35	34	62	33	35	62	3	0	0
177732	RES	1027	32	31	56	29	31	57	3	0	0
177735	RES	1008	33	32	57	31	33	58	3	0	0
177739	OOA	805	38	37	62	35	37	62	3	-1	-1
177744	RES	166	50	49	79	47	49	79	3	0	0
177745	RES	625	35	34	62	33	35	63	3	0	0
177747	RES	219	43	42	70	40	42	71	3	0	-1
177748	RES	311	39	38	68	36	38	68	3	0	0
177749	RES	593	38	36	61	35	37	61	3	0	0
177750	RES	245	43	42	71	41	43	72	3	-1	-1
177751	RES	367	38	37	66	35	37	66	3	0	-1
177752	RES	947	33	32	57	30	32	57	3	0	0
177753	RES	984	34	33	57	31	33	57	3	0	0
177754	RES	359	42	41	67	39	41	68	3	0	-1
177756	RES	931	34	33	59	31	33	59	3	0	0
177757	RES	289	44	43	70	41	43	70	2	-1	0
177759	RES	258	42	41	68	39	41	69	3	0	-1
177760	RES	435	42	41	65	39	41	65	3	0	-1
177761	RES	307	40	39	69	37	39	69	3	0	0
177764	RES	319	42	41	69	39	41	70	3	0	-1
177767	RES	911	34	33	57	31	33	57	3	0	0
177768	RES	896	35	34	59	32	34	59	3	0	0
177769	RES	274	40	39	67	38	40	67	3	0	-1
177770	RES	297	40	38	68	37	39	68	3	0	0
177774	RES	689	35	34	60	32	34	61	3	0	0
177778	RES	877	35	34	58	32	34	58	3	0	0
177782	RES	178	49	48	80	46	48	80	3	0	0
177784	RES	617	35	34	62	33	35	63	3	0	0
177785	RES	158	47	46	77	45	47	77	2	-1	-1
177786	RES	520	39	38	64	36	38	64	3	0	-1
177788	RES	363	37	36	64	35	37	63	3	0	1
177789	RES	239	44	43	75	42	44	76	2	-1	-1
177790	RES	439	42	41	66	40	42	66	3	-1	0
177793	RES	227	44	43	71	41	43	71	3	0	-1
177794	RES	860	34	33	58	31	33	58	3	0	0
177796	RES	368	40	38	68	37	39	68	3	-1	0
177797	RES	848	34	33	58	31	33	58	3	0	0
177800	RES	327	39	38	67	36	38	67	3	0	0
177806	RES	572	37	36	61	34	36	62	3	0	0
177807	RES	828	35	34	58	32	34	59	3	0	0
177808	RES	814	35	34	61	32	34	61	2	-1	-1
177813	RES	780	35	34	60	32	34	60	2	-1	0
177814	RES	329	44	43	71	42	44	72	3	-1	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177816	RES	800	35	33	61	32	34	62	2	-1	-1
177818	RES	434	42	41	66	40	42	66	3	0	0
177821	RES	600	36	35	61	33	34	61	3	0	0
177822	RES	363	40	39	68	37	39	68	3	0	0
177824	RES	744	36	34	61	33	35	61	3	-1	-1
177827	RES	678	36	35	61	33	35	62	3	0	0
177829	RES	374	38	36	66	35	37	67	3	0	0
177830	RES	768	35	34	61	33	35	61	2	-1	-1
177835	RES	171	52	51	79	49	51	79	3	0	0
177842	RES	235	44	43	72	42	44	73	3	0	-1
177844	RES	727	36	34	59	33	35	60	3	-1	0
177845	RES	416	43	41	69	40	42	69	3	-1	0
177846	RES	248	45	43	73	42	44	74	3	-1	0
177851	RES	356	41	40	68	38	40	69	3	-1	0
177852	RES	609	35	34	62	32	34	62	3	0	-1
177854	RES	169	46	45	77	44	46	77	2	-1	0
177855	RES	713	35	34	59	33	35	60	3	0	0
177856	RES	595	35	34	60	32	34	60	3	0	0
177857	RES	324	39	38	65	36	38	66	3	0	-1
177858	RES	532	39	38	63	37	39	63	3	0	0
177862	RES	190	47	45	78	44	46	78	2	-1	0
177867	RES	1027	33	32	56	30	32	56	3	0	0
177870	RES	572	38	37	62	35	37	62	3	0	-1
177873	RES	1006	34	33	57	31	33	58	3	0	0
177874	RES	382	38	37	66	35	37	67	3	0	0
177877	RES	205	46	45	76	44	45	76	2	-1	0
177878	RES	430	43	42	70	41	43	71	3	-1	0
177881	RES	595	35	34	61	33	35	62	3	0	0
177884	RES	680	36	34	62	33	35	62	3	-1	0
177885	RES	216	46	44	76	43	45	76	2	-1	0
177886	RES	219	45	44	74	42	44	75	3	0	-1
177887	RES	273	40	39	66	37	39	66	3	0	0
177889	RES	990	34	33	57	31	33	57	3	0	0
177891	RES	237	46	45	75	43	45	75	2	-1	0
177893	RES	951	33	32	57	30	32	57	3	0	-1
177895	RES	320	39	38	67	36	38	66	3	0	1
177896	RES	168	52	51	79	49	51	79	3	0	0
177898	RES	257	41	40	68	38	40	68	3	0	-1
177899	RES	323	44	43	72	42	44	73	2	-1	-1
177901	RES	292	40	39	65	37	39	65	3	0	0
177902	RES	832	36	35	60	34	36	60	3	0	0
177905	RES	620	35	34	62	32	34	62	3	0	0
177906	RES	534	40	39	64	37	39	64	3	0	0
177907	RES	289	46	45	75	44	46	74	3	0	0
177910	RES	601	35	34	61	32	34	62	3	0	0
177913	RES	943	33	32	56	31	32	56	3	0	0
177914	RES	302	45	44	73	43	45	73	2	-1	0
177917	RES	374	38	37	64	35	37	64	3	0	-1
177918	RES	923	34	33	57	31	33	57	3	0	0
177921	RES	903	34	33	56	31	33	56	3	0	1
177923	RES	365	45	44	73	42	44	74	3	0	0
177924	RES	429	44	43	72	42	44	72	2	-1	0
177925	RES	891	34	33	56	31	33	56	3	0	0
177929	RES	338	45	44	72	42	44	72	3	-1	0
177930	RES	592	38	36	63	35	37	63	3	0	-1
177933	RES	349	45	44	73	43	44	73	3	-1	0
177936	RES	858	34	33	58	31	33	58	3	0	0
177937	RES	876	34	33	57	31	33	57	3	0	-1
177945	RES	225	45	44	76	42	44	76	3	0	-1
177950	RES	838	34	33	59	31	33	60	3	0	0
177958	RES	377	38	37	64	35	37	64	3	0	0
177960	RES	1016	32	31	55	29	31	55	3	0	1
177962	RES	802	34	33	57	32	34	57	3	0	0
177967	RES	790	34	33	58	31	33	58	3	0	0
177973	RES	520	42	41	69	40	41	69	3	-1	0
177974	RES	482	42	41	68	40	42	69	3	-1	-1
177975	RES	467	42	41	67	40	41	68	2	-1	0
177977	RES	951	34	33	57	31	33	57	3	0	0
177980	RES	501	42	41	69	40	41	69	3	-1	0
177985	RES	543	42	41	68	39	41	68	2	-1	0
177986	RES	773	35	34	59	32	34	59	3	0	-1
177988	RES	986	33	32	55	30	32	56	3	0	0
177990	RES	741	35	34	59	32	34	59	3	0	0
177991	RES	170	51	50	79	48	50	80	3	0	-1
177993	RES	755	35	34	58	32	34	59	3	0	0
177994	RES	383	38	37	61	35	37	62	3	0	0
177995	RES	650	39	38	62	36	38	62	3	0	0
177997	RES	321	39	38	64	36	38	64	3	0	-1
178000	RES	580	41	40	67	38	40	67	3	-1	0
178005	RES	525	42	41	68	39	41	69	2	-1	-1
178006	RES	719	35	34	59	33	35	60	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178007	RES	710	35	34	59	32	34	60	3	0	-1
178008	RES	680	36	34	59	33	35	60	3	0	-1
178011	RES	383	38	37	64	35	37	65	3	0	-1
178013	RES	602	41	40	68	38	40	68	3	-1	1
178015	RES	569	41	40	67	39	41	68	2	-1	0
178017	RES	557	42	41	69	39	41	69	3	-1	0
178024	RES	623	35	34	61	32	34	62	3	0	-1
178037	RES	298	39	38	65	36	38	66	3	0	-1
178038	RES	273	39	38	65	36	38	65	3	0	0
178042	RES	603	36	35	60	34	36	61	3	0	0
178045	RES	307	47	46	74	44	46	74	3	-1	0
178047	RES	585	36	35	61	33	35	61	3	0	-1
178048	RES	323	40	38	67	37	39	68	3	0	-1
178050	RES	172	49	48	80	46	48	80	3	0	0
178054	RES	768	39	37	63	36	38	63	3	0	0
178057	RES	242	42	41	70	40	41	70	3	0	-1
178058	RES	688	36	35	59	33	35	60	3	0	0
178059	RES	220	42	41	71	39	41	69	3	0	2
178067	RES	661	40	39	66	38	40	66	3	-1	0
178068	RES	256	41	40	70	39	40	70	3	0	-1
178069	RES	576	37	36	61	35	37	61	3	-1	0
178071	RES	684	37	36	64	34	36	64	3	0	0
178072	RES	555	37	36	63	34	36	63	3	0	1
178073	RES	700	38	37	65	35	37	65	3	0	-1
178074	RES	1022	31	29	53	28	30	51	3	0	2
178075	RES	188	46	45	76	43	45	77	2	-1	-1
178076	RES	541	36	35	64	33	35	64	3	0	1
178080	RES	304	47	45	74	44	46	74	3	-1	0
178082	RES	521	37	36	64	34	36	65	3	0	-1
178083	RES	509	37	35	63	34	36	61	3	0	2
178084	RES	722	37	36	66	35	37	66	3	-1	0
178085	RES	204	44	43	74	42	44	74	3	-1	0
178089	RES	156	51	50	78	48	50	79	3	0	0
178092	RES	1012	33	32	56	30	32	54	3	0	1
178093	RES	748	38	37	61	35	37	62	3	0	-1
178095	RES	362	45	44	71	42	44	71	3	-1	0
178096	RES	735	37	36	63	34	36	63	3	-1	0
178097	RES	946	34	33	56	31	33	55	3	0	1
178098	RES	998	33	31	55	30	32	54	3	0	1
178100	RES	968	34	33	56	31	33	56	3	0	0
178101	RES	494	37	36	64	34	36	64	3	0	0
178106	RES	474	37	36	63	34	36	64	3	0	-1
178110	RES	457	38	36	65	35	37	65	3	0	1
178111	RES	292	46	45	73	44	46	74	2	-1	0
178114	RES	627	36	35	59	33	35	60	3	0	0
178118	RES	424	37	36	63	34	36	64	3	0	-1
178120	RES	440	38	37	63	35	37	64	3	0	-1
178124	RES	396	37	36	64	34	36	65	3	0	-1
178127	RES	355	46	44	71	43	45	71	3	-1	0
178133	RES	408	38	36	63	35	37	63	3	0	1
178138	RES	378	40	39	70	37	39	70	3	0	0
178143	RES	295	46	45	73	44	46	73	2	-1	0
178150	RES	517	43	42	70	40	42	71	3	-1	0
178154	RES	672	36	35	59	33	35	59	3	0	0
178158	RES	536	42	41	68	40	42	69	3	0	-1
178163	RES	569	42	41	66	39	41	67	3	-1	-1
178167	RES	493	42	41	68	40	42	69	3	0	0
178170	RES	551	42	41	66	39	41	67	3	0	0
178175	RES	506	43	42	70	40	42	70	3	0	0
178181	RES	1016	32	31	56	30	32	55	3	0	1
178184	RES	296	46	45	73	44	45	74	2	-1	-1
178186	RES	333	40	39	71	37	39	72	3	0	-1
178188	RES	1022	30	29	52	27	29	51	3	0	1
178189	RES	598	43	42	66	40	42	67	3	-1	0
178191	RES	980	33	32	57	30	32	57	3	0	0
178193	RES	282	42	41	74	40	42	75	2	-1	-1
178195	RES	381	41	40	72	38	40	73	3	0	0
178201	RES	302	41	40	73	38	40	74	3	0	-1
178205	RES	312	42	41	74	39	41	75	3	0	-1
178208	RES	232	44	43	73	41	43	73	3	-1	0
178213	RES	981	32	31	55	29	31	55	3	0	0
178216	RES	208	45	44	77	43	45	78	3	-1	-1
178217	RES	636	37	36	59	34	36	59	3	0	0
178219	RES	951	32	31	55	29	31	56	3	0	-1
178221	RES	937	33	32	56	30	32	57	3	0	0
178222	RES	268	44	43	77	42	44	77	2	-1	0
178223	RES	251	42	41	74	39	41	74	3	-1	-1
178224	RES	910	34	33	56	31	33	56	3	0	0
178225	RES	666	42	41	67	40	42	67	3	-1	0
178226	RES	674	36	35	59	33	35	59	3	0	0
178228	RES	239	45	44	78	43	45	78	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178230	RES	920	33	32	56	30	32	57	3	0	0
178231	OED	713	38	37	64	36	38	64	3	0	-1
178234	RES	220	45	44	78	43	45	78	3	0	0
178235	RES	882	33	32	56	30	32	56	3	0	0
178236	RES	654	43	41	66	40	42	66	3	-1	-1
178237	RES	322	46	45	74	44	46	74	2	-1	-1
178239	RES	610	36	35	59	33	35	58	3	0	1
178240	RES	580	36	35	59	33	35	60	3	0	0
178241	RES	228	44	42	73	41	43	74	3	-1	-1
178242	RES	579	36	35	59	33	35	59	3	0	0
178245	RES	534	37	36	60	34	36	61	3	0	0
178246	RES	188	46	45	78	44	46	79	3	-1	-1
178249	RES	541	37	36	60	34	36	61	3	0	0
178250	RES	373	41	40	73	39	41	74	3	0	-1
178251	RES	163	49	48	80	47	49	80	3	0	0
178252	RES	862	34	33	58	32	34	59	3	0	-1
178253	RES	172	47	46	79	45	46	80	3	-1	0
178254	RES	852	34	33	58	32	34	58	3	-1	0
178256	RES	497	38	37	62	35	37	62	3	0	-1
178257	RES	371	43	42	70	40	42	70	3	-1	0
178260	RES	516	41	40	68	38	40	68	3	-1	-1
178261	RES	215	44	42	74	41	43	74	2	-1	-1
178263	RES	838	33	32	58	31	33	58	3	-1	0
178264	RES	292	46	45	73	44	45	74	2	-1	-1
178266	RES	807	34	33	59	32	34	59	3	-1	0
178269	RES	567	42	41	66	39	41	66	3	0	0
178274	RES	694	36	35	60	34	36	60	3	0	0
178276	RES	255	44	43	73	41	43	73	3	0	-1
178278	RES	817	33	32	57	31	33	57	3	0	0
178281	OED	730	37	36	60	34	36	60	3	0	0
178282	RES	777	35	33	58	32	34	59	3	0	-1
178283	RES	377	45	44	71	42	44	71	3	0	0
178287	RES	676	37	35	60	34	36	60	3	0	0
178288	RES	786	35	33	58	32	34	59	3	-1	0
178290	RES	583	43	41	67	40	42	67	3	0	0
178292	RES	447	38	37	63	36	38	63	3	0	0
178293	OED	696	35	34	59	32	34	59	3	0	0
178294	RES	469	39	37	62	36	38	63	3	0	0
178295	RES	371	41	40	72	38	40	73	3	0	0
178296	RES	758	34	33	58	32	34	59	3	-1	0
178306	RES	248	44	43	73	41	43	74	3	-1	-1
178309	RES	424	38	37	63	36	38	63	3	-1	0
178312	RES	742	34	33	58	32	34	58	3	0	0
178316	RES	358	45	43	72	42	44	72	3	-1	0
178319	RES	732	36	35	61	33	35	61	3	0	-1
178321	RES	302	46	45	73	44	46	73	2	-1	0
178324	RES	413	39	38	63	36	39	63	3	-1	0
178327	RES	207	43	42	71	41	43	72	3	-1	0
178331	RES	326	41	39	71	38	40	71	3	0	1
178333	RES	1016	30	29	55	27	29	55	3	0	0
178334	RES	239	45	44	74	42	44	74	3	0	-1
178338	RES	599	43	42	70	40	42	70	3	0	0
178341	RES	311	41	40	71	39	41	71	3	-1	-1
178342	RES	685	37	36	62	34	36	62	3	-1	0
178345	RES	380	40	39	67	37	39	68	3	0	-1
178346	RES	358	44	43	71	42	44	72	3	-1	-1
178347	RES	1001	32	31	58	29	31	56	3	0	3
178348	RES	281	42	41	72	39	41	72	3	0	0
178351	OED	698	39	38	61	36	38	62	3	0	0
178352	RES	264	45	44	76	42	44	76	3	-1	0
178353	RES	299	43	41	72	40	42	72	3	0	0
178355	RES	949	31	30	55	28	30	56	3	0	-1
178359	RES	317	46	45	72	43	45	73	3	-1	0
178362	RES	628	37	36	60	34	36	60	3	0	0
178363	RES	982	32	31	56	29	31	57	3	0	-1
178365	OED	650	43	42	68	40	42	68	3	0	-1
178368	RES	610	37	36	61	34	36	61	3	0	0
178370	RES	217	46	44	76	43	45	76	3	0	0
178371	RES	252	45	43	74	42	44	74	3	0	0
178373	RES	232	45	44	75	43	45	76	3	0	-1
178374	RES	243	45	44	71	42	44	72	3	-1	-1
178376	RES	927	34	33	59	31	33	59	3	0	0
178377	RES	357	43	42	71	41	43	71	2	-1	0
178379	RES	540	43	42	67	40	42	68	3	0	-1
178381	RES	202	45	44	76	42	44	73	3	0	2
178382	RES	908	33	32	58	30	32	58	3	0	-1
178384	RES	594	41	40	67	38	40	67	3	0	0
178388	RES	893	34	33	58	31	33	59	3	0	0
178389	RES	190	46	44	75	42	44	73	3	0	2
178392	RES	864	35	33	60	32	34	58	3	0	2
178398	RES	171	49	47	80	46	48	80	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178399	OED	680	44	43	67	42	44	67	3	0	0
178401	RES	297	46	44	71	43	45	72	3	-1	-1
178404	RES	554	43	42	69	40	42	69	3	-1	0
178407	RES	878	33	32	59	31	33	59	3	0	0
178409	RES	849	34	33	59	31	33	59	3	0	0
178411	RES	316	42	41	72	40	42	73	2	-1	-1
178417	RES	512	38	37	60	35	37	61	3	0	-1
178421	RES	532	37	36	60	34	36	60	3	0	0
178426	RES	608	42	41	68	39	41	68	3	-1	-1
178428	RES	469	38	36	63	35	37	62	3	0	1
178429	RES	597	37	36	61	34	36	61	3	0	-1
178430	RES	234	45	44	71	42	44	72	2	-1	-1
178431	RES	363	44	42	71	41	43	71	3	-1	0
178440	RES	757	36	35	61	33	35	61	3	-1	0
178442	RES	420	38	37	62	35	37	62	3	0	1
178445	RES	834	34	33	58	32	34	58	3	0	0
178453	RES	792	35	34	61	32	34	60	3	0	1
178454	RES	160	52	51	82	49	51	82	3	0	0
178455	RES	566	38	37	61	35	37	61	3	0	0
178456	RES	624	36	35	60	33	35	59	3	0	1
178459	RES	769	36	35	61	33	35	61	3	0	0
178460	RES	808	35	34	62	32	34	60	3	0	3
178461	RES	297	46	44	71	43	45	71	3	-1	0
178465	RES	588	41	40	66	39	41	67	3	0	0
178469	RES	409	38	37	63	35	37	63	3	0	0
178471	RES	323	42	41	70	40	42	71	3	0	-1
178475	RES	738	37	35	61	34	36	62	3	-1	0
178482	RES	727	37	35	63	34	36	63	3	0	0
178483	RES	672	37	36	62	34	36	60	3	-1	1
178487	RES	362	41	40	67	39	41	68	2	-1	-1
178500	RES	391	38	37	63	35	37	63	3	0	0
178502	RES	509	38	37	63	35	37	62	3	0	1
178504	RES	295	45	44	71	43	45	72	3	-1	0
178507	RES	598	41	39	68	38	40	68	3	-1	0
178509	RES	441	38	37	63	35	37	63	3	0	0
178516	RES	470	38	37	62	35	37	62	3	0	0
178518	RES	313	43	42	69	40	42	69	3	-1	0
178522	RES	331	42	40	72	39	41	72	3	-1	0
178523	RES	407	39	38	64	36	38	64	3	0	-1
178525	RES	1011	34	32	64	32	33	64	2	-1	0
178527	RES	623	36	35	60	33	35	61	3	0	-1
178529	RES	1000	33	32	63	31	33	63	2	-1	0
178530	RES	313	41	40	70	39	41	70	3	-1	0
178535	RES	425	45	44	70	43	45	70	3	-1	0
178536	RES	365	40	39	70	37	39	67	3	0	3
178537	RES	296	42	41	72	39	41	71	3	0	2
178539	RES	378	43	41	69	40	42	69	2	-1	0
178541	RES	266	42	41	73	39	41	71	3	0	2
178544	RES	985	34	33	61	32	34	62	2	-1	0
178547	RES	677	37	35	61	34	36	62	3	-1	-1
178553	RES	944	34	33	62	32	34	63	2	-1	-1
178554	RES	280	43	41	74	40	42	71	3	0	3
178555	RES	968	35	34	63	33	35	63	2	-1	-1
178559	RES	388	39	38	68	36	38	67	3	0	1
178566	RES	930	36	34	65	34	35	65	2	-1	0
178569	RES	247	43	42	74	40	42	75	3	-1	-1
178571	RES	913	33	32	59	31	33	60	3	-1	-1
178572	RES	249	44	43	71	42	44	71	3	-1	0
178573	RES	235	43	42	74	40	42	75	3	-1	0
178574	RES	874	35	34	62	33	35	62	3	-1	0
178575	RES	891	34	33	62	32	34	62	2	-1	0
178578	RES	506	39	37	64	36	38	63	3	0	1
178581	RES	216	42	41	73	40	42	74	3	-1	-1
178582	RES	621	37	36	62	35	37	63	3	0	-1
178583	RES	186	44	42	74	41	43	75	3	-1	0
178584	RES	293	46	44	73	43	45	73	2	-1	0
178586	RES	411	40	39	72	37	39	68	3	0	4
178587	RES	758	35	34	58	32	34	58	3	0	0
178589	RES	206	44	42	76	41	43	75	3	-1	1
178590	RES	470	39	38	64	37	39	63	3	0	1
178591	RES	172	44	43	76	41	43	75	3	-1	1
178592	RES	672	36	35	59	34	36	60	3	-1	0
178593	RES	727	36	35	60	33	35	61	3	0	-1
178594	RES	866	35	34	63	33	35	64	2	-1	-1
178595	RES	741	36	34	61	33	35	60	3	0	1
178600	RES	847	35	34	62	33	35	62	3	-1	1
178602	RES	154	48	47	80	45	47	80	3	-1	0
178605	RES	832	36	35	63	34	36	63	2	-1	0
178609	RES	806	35	34	60	33	35	60	2	-1	0
178610	RES	426	38	37	65	35	37	64	3	0	2
178619	RES	404	40	39	67	37	39	64	3	0	3

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178622	OED	662	41	40	66	38	40	66	3	0	0
178623	RES	374	40	39	72	37	39	69	3	0	3
178625	RES	770	36	34	60	33	35	60	3	0	0
178630	RES	791	36	34	60	33	35	61	3	-1	0
178633	RES	670	37	35	61	34	36	61	3	0	0
178639	RES	754	36	34	59	33	35	60	3	0	0
178642	OED	686	42	41	67	39	41	67	3	0	-1
178648	RES	724	36	35	60	33	35	59	3	0	1
178649	RES	739	36	35	59	33	35	59	3	0	0
178651	RES	707	36	35	60	33	35	59	3	0	1
178653	OED	708	37	36	60	34	36	60	3	0	-1
178669	RES	290	41	40	73	38	40	71	3	0	2
178671	RES	330	40	39	70	37	39	66	3	0	5
178672	RES	694	37	35	60	34	36	60	3	0	0
178676	RES	403	40	39	68	37	39	65	3	0	3
178680	RES	627	37	36	60	34	36	60	3	0	0
178684	RES	671	37	36	61	34	36	61	3	0	0
178685	RES	600	37	35	60	34	36	60	3	0	0
178688	RES	614	36	35	59	34	36	60	3	0	0
178689	RES	993	37	35	64	35	36	64	2	-1	0
178690	RES	1004	36	34	64	34	36	64	2	-1	0
178693	RES	264	43	42	76	40	42	74	3	0	2
178697	OED	791	40	38	64	37	39	64	3	-1	0
178700	RES	591	37	36	60	34	36	60	3	0	0
178703	RES	972	36	34	66	34	36	66	2	-1	0
178704	RES	555	38	36	61	35	37	61	3	0	0
178705	RES	224	45	43	78	42	44	78	3	-1	0
178706	RES	960	36	35	63	34	36	63	2	-1	0
178707	RES	572	38	36	61	35	37	62	3	0	0
178715	RES	909	34	33	62	32	34	60	3	0	2
178716	RES	523	38	37	62	35	37	62	3	0	0
178720	RES	544	38	36	61	35	37	62	3	0	0
178724	RES	330	39	38	65	37	38	65	3	0	0
178725	RES	495	39	38	62	36	38	62	3	0	-1
178731	RES	310	41	39	66	38	40	66	3	0	0
178734	RES	891	35	34	65	33	34	65	2	-1	0
178735	RES	215	46	45	75	43	45	75	2	-1	-1
178737	RES	878	36	34	62	33	35	61	3	0	1
178740	RES	864	35	33	61	32	34	61	3	0	1
178742	RES	170	45	44	78	43	44	78	3	-1	0
178745	RES	291	41	39	65	38	39	65	3	0	0
178746	RES	185	45	43	78	42	44	78	3	-1	0
178747	RES	153	48	46	80	45	47	80	3	-1	0
178748	RES	514	39	38	62	36	38	62	3	0	0
178751	RES	483	39	38	62	36	38	63	3	0	0
178753	RES	383	41	40	66	38	40	66	3	0	0
178760	RES	836	37	35	62	34	36	62	2	-1	0
178762	RES	230	43	42	73	40	42	74	3	-1	-1
178763	RES	465	38	37	63	36	38	63	3	0	0
178765	RES	452	39	38	64	36	38	64	3	0	-1
178766	RES	792	35	34	62	32	34	61	3	0	1
178769	RES	776	36	35	62	33	35	62	3	0	0
178778	RES	190	48	47	81	46	48	81	2	-1	0
178779	OED	754	40	39	65	38	40	65	2	-1	-1
178781	RES	323	41	40	66	38	40	67	3	0	-1
178782	RES	763	35	34	59	33	35	59	3	0	0
178783	RES	804	35	34	63	33	35	62	3	0	1
178787	RES	420	39	38	63	37	39	64	3	0	0
178788	RES	434	40	38	64	37	39	63	3	0	1
178790	RES	372	45	44	72	43	45	72	2	-1	0
178793	RES	736	37	36	60	34	36	60	3	0	0
178795	RES	404	39	38	63	37	39	64	3	0	-1
178801	RES	966	37	35	65	34	36	65	2	-1	0
178804	RES	847	36	35	63	34	36	63	3	-1	0
178807	OED	453	43	41	68	40	42	68	3	-1	0
178812	OED	429	44	43	69	42	44	70	3	-1	0
178814	RES	384	41	40	64	38	40	64	3	0	0
178816	RES	693	36	35	60	33	35	60	3	0	0
178821	RES	913	36	34	63	33	35	63	3	-1	-1
178823	RES	729	37	36	61	34	36	60	3	0	0
178828	RES	233	43	42	71	40	42	71	3	0	-1
178834	RES	684	37	35	59	34	36	59	3	0	0
178836	RES	668	37	35	61	34	36	61	3	0	0
178837	RES	650	37	36	61	34	36	61	3	0	0
178839	RES	320	39	38	63	36	38	63	3	0	0
178844	OED	476	44	43	69	41	43	70	3	0	0
178845	RES	302	41	40	65	38	40	65	3	0	0
178847	RES	628	37	36	61	34	36	62	3	0	-1
178851	RES	141	48	46	75	45	47	75	3	0	-1
178854	RES	287	42	41	69	39	41	70	3	-1	-1
178858	RES	858	36	35	64	33	35	64	3	-1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178859	RES	969	37	35	65	35	36	65	2	-1	0
178863	RES	170	47	46	81	45	47	82	2	-1	-1
178868	OED	509	43	42	70	41	43	69	3	-1	0
178872	OED	540	42	41	67	39	41	67	3	-1	0
178877	RES	567	37	36	61	34	36	61	3	0	0
178879	RES	800	36	35	63	33	35	62	3	0	0
178880	RES	606	38	37	63	35	37	63	3	0	0
178887	RES	554	37	36	61	35	36	61	3	0	0
178892	RES	916	36	35	62	34	36	62	2	-1	0
178893	RES	226	43	41	69	40	42	70	3	-1	-1
178900	RES	518	39	38	62	36	38	62	3	0	0
178908	RES	315	41	40	67	38	40	67	3	0	0
178910	RES	539	38	37	62	35	37	62	3	0	0
178912	RES	850	36	35	64	33	35	64	3	0	0
178913	RES	481	39	38	63	36	38	64	3	0	0
178914	RES	503	38	37	62	35	37	63	3	0	0
178917	RES	161	47	46	75	44	46	75	3	0	0
178918	RES	738	36	35	59	33	35	59	3	0	1
178923	RES	977	36	35	65	34	36	65	2	-1	0
178930	OED	442	44	43	69	42	44	69	2	-1	0
178933	RES	799	36	35	60	33	35	60	3	0	0
178935	RES	444	40	38	64	37	39	64	3	0	0
178945	RES	690	37	36	62	34	36	63	3	0	-1
178950	RES	369	41	40	66	38	40	67	3	0	-1
178954	RES	231	43	41	67	40	42	67	3	0	0
178966	RES	904	36	35	65	33	35	64	3	-1	1
178970	OED	600	43	42	68	40	42	68	2	-1	0
178971	RES	747	36	35	60	33	35	60	3	0	-1
178972	RES	613	37	36	61	34	36	62	3	0	0
178974	RES	383	39	38	63	36	38	63	3	0	0
178975	RES	182	44	43	71	41	43	72	3	-1	0
178980	RES	322	42	40	65	39	41	65	3	0	0
178983	RES	854	36	34	61	33	35	61	3	0	0
178987	RES	301	44	43	72	42	44	72	2	-1	-1
178993	RES	974	36	35	64	34	36	64	2	-1	0
178997	RES	798	36	35	62	33	35	62	3	0	0
179017	RES	372	40	39	65	37	39	65	3	0	0
179020	RES	685	36	35	60	33	35	61	3	0	-1
179023	RES	470	39	38	64	36	38	64	3	0	0
179026	RES	173	45	44	73	42	44	73	3	0	0
179030	RES	229	42	41	67	39	41	67	3	0	0
179031	RES	304	44	43	70	42	44	71	2	-1	-1
179034	RES	493	39	38	62	36	38	63	3	0	0
179036	RES	906	35	34	61	33	35	62	3	-1	-1
179041	RES	561	38	37	63	35	37	62	3	0	0
179044	RES	750	36	34	60	33	35	61	3	0	0
179045	RES	848	34	33	58	32	34	58	3	0	0
179048	RES	613	37	36	62	35	37	62	3	0	-1
179051	RES	802	35	34	60	32	34	60	3	0	1
179052	RES	967	36	35	64	34	36	64	2	-1	0
179055	RES	418	39	38	63	36	38	63	3	0	0
179058	RES	319	41	40	65	38	40	66	3	0	-1
179060	RES	289	44	43	70	42	44	71	2	-1	-1
179069	RES	379	40	39	65	37	39	65	3	0	0
179073	RES	299	41	40	64	38	40	65	3	0	0
179074	RES	684	36	35	62	33	35	62	3	0	0
179075	RES	173	44	42	74	41	42	73	3	0	1
179076	RES	281	41	40	66	38	40	67	3	0	0
179077	OED	575	42	41	69	40	42	69	2	-1	-1
179080	RES	506	39	38	62	36	38	62	3	0	0
179089	RES	743	35	34	62	33	35	62	3	0	-1
179095	RES	903	34	33	62	31	33	62	3	0	-1
179096	RES	855	34	33	57	31	33	57	3	0	0
179099	RES	229	42	40	69	39	41	69	3	0	-1
179102	RES	311	45	43	70	42	44	71	2	-1	0
179104	RES	561	38	37	62	35	37	62	3	0	0
179111	RES	621	37	36	63	34	36	63	3	0	0
179122	RES	796	35	33	61	32	34	61	3	0	-1
179125	RES	177	44	42	74	41	43	74	2	-1	0
179131	RES	427	40	39	65	38	40	65	3	0	0
179132	RES	966	37	35	66	35	36	67	2	-1	-1
179133	RES	519	37	36	60	34	36	61	3	0	0
179136	RES	685	36	35	62	33	35	63	3	0	0
179139	RES	322	42	41	67	39	41	67	3	0	0
179140	RES	290	44	43	71	42	44	72	2	-1	0
179147	RES	372	40	39	65	37	39	66	3	0	-1
179152	RES	855	33	32	57	30	32	57	3	0	0
179154	RES	758	36	35	63	33	35	63	3	0	0
179156	RES	906	34	33	59	31	33	58	3	0	1
179158	RES	258	41	40	65	38	40	66	3	0	0
179165	RES	239	41	40	67	38	40	67	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
179167	OED	449	44	43	71	42	44	71	2	-1	0
179170	RES	437	39	38	62	36	38	62	3	0	0
179172	RES	220	41	40	68	38	40	69	3	0	0
179173	RES	534	37	36	60	34	36	61	3	0	-1
179174	RES	798	35	34	63	33	35	63	3	-1	0
179176	RES	572	37	36	61	34	36	62	3	0	0
179177	RES	626	37	36	62	34	36	62	3	0	1
179185	RES	685	37	36	64	35	37	65	2	-1	-1
179189	RES	955	36	35	64	34	36	64	2	-1	0
179192	RES	368	40	39	64	38	40	65	3	0	0
179194	RES	173	43	42	73	40	42	74	3	-1	0
179198	RES	748	37	36	63	34	36	63	3	-1	1
179203	RES	849	34	33	57	31	33	57	3	0	0
179209	RES	541	36	35	60	33	35	60	3	0	0
179210	RES	304	42	41	66	39	41	67	3	0	0
179214	RES	618	37	35	62	34	36	62	3	0	-1
179216	RES	797	36	35	61	33	35	61	3	0	0
179222	RES	467	38	37	61	36	37	62	3	0	0
179226	RES	681	38	36	66	35	37	66	3	-1	-1
179228	RES	426	39	37	64	36	38	65	3	0	-1
179230	RES	411	40	39	64	37	39	65	3	0	0
179232	RES	368	41	39	64	38	40	65	3	0	-1
179234	RES	852	34	33	58	31	33	58	3	0	1
179237	RES	223	42	40	68	39	41	69	3	0	-1
179243	RES	303	42	41	68	39	41	68	3	0	-1
179244	RES	954	35	34	64	33	35	64	2	-1	0
179253	RES	751	37	36	63	35	37	63	2	-1	0
179255	RES	564	36	35	60	33	35	61	3	0	-1
179256	RES	167	41	40	71	39	41	71	3	0	0
179270	RES	620	36	35	62	34	36	63	3	0	-1
179271	RES	794	36	35	58	33	35	59	3	0	-1
179280	RES	367	40	39	64	38	40	64	3	0	0
179282	RES	928	35	34	64	32	34	64	3	-1	0
179288	RES	684	37	36	61	34	36	62	3	-1	-1
179291	RES	858	35	34	57	32	34	57	3	0	0
179301	RES	222	42	41	68	39	41	68	3	0	-1
179310	RES	316	40	39	65	37	39	65	3	0	-1
179313	RES	166	41	40	66	38	40	66	3	0	0
179316	RES	923	34	33	62	32	34	63	3	-1	0
179321	RES	741	37	36	62	35	37	62	3	-1	0
179324	RES	794	36	35	61	33	35	61	3	0	-1
179330	RES	685	37	36	60	34	36	60	3	0	0
179333	RES	619	37	35	61	34	36	61	3	0	0
179355	RES	235	42	41	68	40	42	69	3	0	-1
179356	RES	500	37	36	63	35	37	64	3	-1	0
179358	RES	521	37	36	63	34	36	64	3	0	-1
179372	RES	851	36	35	61	34	36	62	3	-1	0
179376	RES	485	38	36	63	35	37	64	3	-1	-1
179377	RES	906	36	35	61	33	35	61	3	-1	-1
179378	RES	747	37	35	61	34	36	61	3	-1	-1
179381	RES	170	42	41	69	39	41	69	3	0	-1
179384	RES	290	40	39	65	38	40	66	3	0	0
179385	RES	424	39	37	63	36	38	64	3	0	0
179389	RES	458	38	37	64	35	37	64	3	-1	0
179391	RES	380	40	39	63	37	39	64	3	0	-1
179394	RES	414	38	37	61	35	37	62	3	0	-1
179401	RES	627	37	36	61	34	36	61	3	0	0
179405	RES	678	36	35	59	33	35	59	3	0	0
179406	RES	795	36	35	60	33	35	61	3	0	0
179407	RES	472	39	38	64	36	38	64	3	0	0
179422	RES	519	38	37	62	35	37	62	3	0	0
179423	RES	228	43	41	68	40	42	68	3	0	0
179432	RES	445	40	38	64	37	39	64	3	0	0
179441	RES	314	39	38	63	36	38	63	3	0	0
179443	RES	175	42	41	68	40	42	68	3	0	0
179454	RES	546	37	36	60	34	36	61	3	0	0
179462	RES	367	40	39	63	37	39	63	3	0	0
179465	RES	896	35	34	60	33	35	60	3	-1	0
179466	RES	745	37	36	64	35	37	64	2	-1	0
179472	RES	616	38	36	61	35	37	61	3	0	0
179474	RES	798	36	35	62	34	36	62	3	-1	-1
179488	RES	684	35	34	59	32	34	59	3	0	0
179496	RES	632	37	36	62	34	36	62	3	0	-1
179497	RES	235	43	42	68	40	42	68	3	0	0
179509	RES	883	37	35	63	34	36	63	2	-1	0
179516	RES	309	40	39	65	37	39	65	3	0	0
179521	RES	374	40	39	63	38	40	64	3	0	0
179527	RES	175	42	41	69	39	41	70	3	-1	-1
179532	RES	517	38	37	62	35	37	62	3	0	0
179536	RES	742	37	35	63	34	36	64	2	-1	0
179550	RES	253	40	39	65	38	40	66	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
179551	RES	687	36	34	60	33	35	60	3	0	0
179554	RES	564	37	36	62	34	36	62	3	0	0
179559	RES	779	36	35	64	34	36	64	2	-1	0
179562	RES	872	38	37	67	36	38	68	2	-1	-1
179569	RES	224	43	42	68	41	43	67	3	0	1
179570	RES	655	37	36	62	35	37	62	3	-1	0
179584	RES	369	41	39	64	38	40	65	3	-1	0
179588	RES	172	43	42	70	40	42	70	3	0	0
179589	RES	499	37	36	61	34	36	61	3	0	0
179590	RES	741	36	35	63	34	36	63	2	-1	0
179591	RES	469	38	37	63	36	38	63	3	0	0
179601	RES	484	38	37	62	35	37	62	3	0	0
179604	RES	321	40	39	64	37	39	64	3	0	0
179607	RES	454	38	37	61	35	37	62	3	0	0
179609	RES	407	40	39	63	37	39	63	3	0	1
179611	RES	691	36	35	61	34	36	61	3	-1	0
179614	RES	861	39	37	66	37	39	67	2	-1	-1
179617	RES	438	38	37	62	36	38	61	3	0	1
179621	RES	423	39	38	62	36	38	61	3	0	1
179632	RES	543	38	37	63	35	37	63	3	-1	0
179648	RES	366	41	40	64	38	40	64	3	0	0
179650	RES	608	38	37	63	35	37	63	3	-1	0
179653	RES	393	40	38	63	37	39	63	3	0	0
179667	RES	331	40	39	64	38	40	64	3	0	0
179674	RES	159	42	40	67	39	41	68	3	0	0
179689	RES	844	39	37	67	36	38	67	2	-1	-1
179690	RES	304	41	40	64	38	40	64	3	0	0
179694	RES	548	38	37	62	35	37	62	3	0	0
179702	RES	283	42	41	68	39	41	68	3	-1	-1
179708	RES	258	41	40	65	38	40	66	3	0	0
179722	RES	223	43	42	68	41	43	69	3	-1	0
179733	RES	238	42	41	68	39	41	68	3	-1	-1
179734	RES	784	36	35	64	34	36	65	2	-1	-1
179746	RES	609	38	37	65	36	38	65	2	-1	0
179748	RES	168	43	42	67	40	42	67	3	0	0
179749	RES	761	36	34	64	34	36	65	2	-1	-1
179750	RES	629	38	37	66	36	38	66	2	-1	0
179751	RES	825	38	37	67	36	38	67	2	-1	0
179754	RES	543	38	37	63	36	38	63	3	-1	0
179755	RES	742	35	34	64	33	35	64	2	-1	-1
179757	RES	183	43	42	67	40	42	68	3	0	0
179760	RES	156	42	41	67	40	42	67	3	0	0
179762	RES	143	42	41	69	39	41	69	3	0	0
179767	RES	718	38	37	65	36	38	66	2	-1	-1
179779	RES	437	40	38	63	37	39	61	3	0	1
179782	RES	566	37	36	60	34	36	61	3	0	0
179793	RES	544	38	37	62	36	38	62	3	0	0
179800	RES	387	39	38	63	37	39	63	3	0	0
179806	RES	617	39	38	65	37	39	66	2	-1	0
179813	RES	823	41	39	67	38	40	67	2	-1	0
179817	RES	686	38	37	64	35	38	64	3	0	0
179820	RES	430	38	37	62	36	37	61	3	0	1
179821	RES	703	39	37	66	37	39	66	2	-1	0
179830	RES	305	40	39	64	37	39	64	3	0	0
179831	RES	553	38	37	64	36	37	64	3	0	0
179836	RES	378	40	39	63	37	39	64	3	0	0
179841	RES	664	39	38	66	37	39	66	2	-1	0
179847	RES	778	40	39	66	38	40	66	2	-1	0
179848	RES	610	39	38	65	37	39	66	2	-1	0
179849	RES	288	40	39	64	37	39	64	3	0	0
179856	RES	831	39	38	68	37	39	68	2	-1	0
179857	RES	99	54	52	83	51	53	84	3	-1	-1
179862	RES	429	38	37	62	35	37	62	3	0	-1
179865	RES	213	42	41	67	40	42	67	3	0	0
179874	RES	761	39	38	67	37	39	67	2	-1	0
179875	RES	273	40	39	64	37	39	64	3	0	0
179881	RES	251	41	40	65	38	40	66	3	0	-1
179883	RES	729	39	38	66	37	39	66	2	-1	0
179885	RES	309	41	40	65	38	40	65	3	0	0
179895	RES	615	39	38	64	37	39	65	2	-1	0
179897	RES	157	43	41	68	40	42	68	3	0	0
179899	RES	558	38	37	65	36	38	65	3	-1	0
179900	RES	109	53	52	81	50	52	82	3	0	-1
179901	RES	230	42	40	67	39	41	67	3	0	0
179912	RES	187	42	41	66	39	41	66	3	0	0
179914	RES	711	40	38	67	38	39	67	2	-1	0
179923	RES	368	41	40	65	38	40	65	3	0	0
179933	RES	813	44	43	70	40	42	67	3	0	3
179935	RES	328	40	39	64	37	39	64	3	0	0
179940	RES	303	41	40	65	38	40	65	3	0	0
179952	RES	166	41	40	66	38	40	67	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
179953	RES	682	41	39	67	39	41	67	2	-1	0
179954	RES	612	40	38	65	37	39	65	2	-1	0
179957	RES	436	39	37	65	36	38	65	3	0	0
179960	RES	545	39	37	65	37	38	66	2	-1	0
179966	RES	373	41	40	65	38	40	66	3	-1	-1
179967	RES	425	39	38	66	36	38	66	3	0	0
179971	RES	238	41	40	65	38	40	66	3	0	0
179973	RES	804	42	41	68	39	41	67	3	0	2
179974	RES	228	42	41	67	40	42	67	3	0	0
179976	RES	407	40	39	65	37	39	65	3	0	0
179981	RES	181	42	41	67	39	41	67	3	0	0
179996	RES	307	40	39	64	37	39	65	3	0	0
179998	RES	615	40	39	66	38	40	66	2	-1	0
180000	RES	777	44	42	69	40	42	66	3	0	3
180005	RES	537	38	37	66	36	38	66	2	-1	0
180007	RES	667	40	39	65	38	39	65	3	-1	0
180013	RES	368	41	39	65	38	40	66	3	-1	-1
180017	RES	258	41	40	65	38	40	65	3	0	0
180020	RES	758	42	41	68	39	40	65	3	0	3
180022	RES	241	41	39	66	38	40	66	3	0	-1
180030	RES	224	42	41	67	40	42	68	3	0	-1
180037	RES	742	42	41	67	38	40	67	3	0	1
180041	RES	322	39	38	66	37	39	67	3	0	-1
180043	RES	567	38	37	64	36	38	64	3	-1	0
180045	RES	176	42	41	67	39	41	67	3	0	0
180057	RES	286	42	40	66	39	41	66	3	0	0
180058	RES	616	41	40	69	39	41	69	2	-1	0
180060	RES	710	39	37	64	36	38	64	2	-1	0
180072	RES	151	43	42	69	40	42	69	3	0	0
180073	RES	230	43	42	67	40	42	68	3	0	0
180074	RES	664	40	38	66	37	39	66	2	-1	-1
180076	RES	178	42	41	68	39	41	68	3	0	0
180078	RES	495	39	37	66	37	38	67	2	-1	-1
180090	RES	311	42	41	66	39	41	67	3	0	-1
180099	RES	494	39	37	65	37	39	66	2	-1	-1
180101	RES	467	40	38	67	37	39	68	3	-1	-1
180102	RES	453	39	38	64	37	38	65	2	-1	-1
180104	RES	619	41	40	66	38	40	67	3	-1	-1
180106	RES	721	42	41	66	39	41	67	3	-1	-1
180108	RES	337	45	44	70	42	44	70	3	-1	0
180116	RES	374	41	40	67	39	40	67	3	-1	-1
180117	RES	179	42	41	68	39	41	69	3	0	-1
180118	RES	437	39	38	65	37	39	65	3	-1	0
180122	RES	225	43	42	68	40	42	68	3	0	0
180130	RES	423	39	38	66	37	39	66	3	-1	0
180131	RES	529	39	38	67	36	38	67	3	0	0
180133	RES	326	41	40	66	38	40	67	3	0	-1
180139	RES	409	39	38	65	36	38	66	3	0	0
180160	RES	723	42	40	67	39	41	67	2	-1	0
180164	RES	241	43	42	68	41	42	68	3	0	0
180166	RES	383	41	40	67	39	41	68	3	-1	0
180167	RES	615	40	39	65	37	39	65	3	0	0
180175	RES	670	39	38	67	37	39	67	2	-1	0
180176	RES	392	39	38	64	36	38	65	3	0	-1
180206	RES	315	40	39	64	37	39	65	3	0	0
180209	RES	551	39	37	65	36	38	65	3	0	0
180217	RES	304	40	39	64	37	39	64	3	0	0
180218	RES	713	42	41	70	40	42	70	2	-1	0
180219	RES	224	43	42	69	41	43	69	3	0	0
180223	RES	284	42	41	67	39	41	67	3	0	0
180225	RES	614	41	40	69	39	41	69	3	-1	0
180235	RES	176	42	41	68	39	41	68	3	0	0
180239	RES	368	41	40	67	39	41	67	3	-1	0
180240	RES	256	47	45	73	44	46	73	3	0	-1
180264	RES	227	43	42	69	40	42	70	3	0	0
180266	RES	289	41	40	67	38	40	67	3	0	0
180273	RES	730	42	40	68	39	41	68	2	-1	0
180276	RES	320	45	44	71	42	44	72	3	-1	0
180281	RES	307	45	44	72	42	44	72	3	0	0
180282	RES	284	42	41	67	39	41	67	3	0	0
180283	RES	294	46	45	74	44	46	74	2	-1	-1
180287	RES	174	42	41	68	39	41	68	3	0	0
180288	RES	483	39	38	67	37	38	67	3	-1	0
180290	RES	513	39	38	66	36	38	66	2	-1	0
180291	RES	556	39	38	67	37	39	67	3	-1	0
180293	RES	531	41	39	71	38	40	72	2	-1	0
180295	RES	377	41	40	67	38	40	68	3	-1	-1
180299	RES	242	42	41	67	39	41	67	3	0	0
180301	RES	144	43	41	68	40	42	68	3	0	0
180304	RES	467	39	38	69	37	39	69	2	-1	0
180311	RES	498	39	38	68	37	39	68	2	-1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
180316	RES	224	43	42	69	40	42	69	3	0	0
180317	RES	442	39	38	69	37	39	69	3	-1	0
180321	RES	451	41	40	71	39	41	71	2	-1	0
180330	RES	727	41	39	67	38	40	67	2	-1	0
180337	RES	422	40	39	70	38	40	70	3	-1	0
180350	RES	406	41	40	69	39	41	70	3	-1	-1
180352	RES	377	41	40	68	39	41	68	3	-1	0
180354	RES	176	42	41	69	40	41	69	3	0	0
180364	RES	949	38	37	64	36	38	64	2	-1	0
180365	RES	428	45	44	71	42	44	72	2	-1	-1
180366	RES	650	41	40	67	38	40	67	3	0	-1
180370	RES	635	43	41	70	40	42	70	2	-1	0
180375	RES	681	41	40	68	38	40	69	3	0	0
180378	RES	961	38	37	65	36	38	65	2	-1	0
180380	RES	315	40	39	64	37	39	64	3	0	0
180391	RES	974	35	34	61	33	35	61	3	-1	0
180393	RES	714	42	41	67	39	41	67	3	0	1
180400	RES	987	37	35	62	34	36	63	2	-1	0
180401	RES	228	43	42	70	40	42	70	3	0	0
180402	RES	379	41	40	66	39	41	67	3	-1	-1
180403	RES	277	41	40	67	39	41	67	3	0	0
180422	RES	992	37	36	62	35	36	63	2	-1	0
180425	RES	261	42	41	67	39	41	67	3	0	0
180432	RES	249	42	41	69	39	41	69	3	0	0
180435	RES	169	42	41	68	39	41	68	3	0	0
180437	RES	296	41	40	68	38	40	68	3	0	-1
180443	RES	615	42	41	66	39	41	66	3	-1	0
180445	RES	727	42	41	68	40	42	67	3	0	2
180461	RES	225	43	42	70	41	43	70	3	0	0
180473	RES	559	40	38	67	37	39	68	2	-1	-1
180482	RES	663	41	40	67	38	40	65	3	0	3
180493	RES	173	42	41	69	39	41	69	3	0	0
180503	RES	732	42	41	68	39	40	65	3	0	3
180504	RES	614	42	41	69	39	41	69	3	-1	0
180513	RES	530	40	38	69	37	39	69	2	-1	0
180517	RES	501	40	38	66	37	39	67	3	-1	-1
180520	RES	511	40	38	69	37	39	69	2	-1	-1
180522	RES	482	40	38	68	37	39	69	2	-1	-1
180542	RES	471	40	39	69	37	39	69	3	-1	-1
180543	RES	661	40	39	66	37	39	66	3	0	0
180551	RES	552	41	40	72	39	41	72	2	-1	0
180552	RES	451	39	37	66	36	38	68	2	-1	-1
180560	RES	282	42	40	70	39	41	70	3	0	0
180563	RES	368	42	41	71	40	42	71	3	-1	0
180564	RES	834	39	38	65	36	38	63	3	0	2
180565	RES	418	40	39	66	37	39	67	3	-1	0
180569	RES	444	41	40	70	39	40	70	2	-1	-1
180575	RES	410	41	39	68	38	40	67	3	0	0
180578	RES	716	41	39	66	38	40	66	3	0	1
180581	RES	321	42	40	71	39	41	71	2	-1	0
180591	RES	609	41	40	67	39	41	68	3	-1	-1
180592	RES	963	37	36	63	35	37	63	3	-1	0
180594	RES	803	42	41	68	39	41	65	3	0	4
180595	RES	261	43	42	68	40	42	69	3	0	0
180603	RES	950	36	35	62	34	36	62	2	-1	0
180604	RES	974	38	36	63	35	37	63	3	-1	0
180605	RES	300	42	41	72	40	42	72	2	-1	0
180608	RES	938	39	38	65	37	39	65	2	-1	0
180611	RES	671	42	41	68	39	41	69	3	-1	-1
180614	RES	465	39	38	69	37	38	69	3	-1	0
180615	RES	1001	37	36	61	35	37	62	2	-1	-1
180616	RES	791	42	41	68	38	40	64	3	1	4
180618	RES	248	43	42	68	40	42	69	3	0	0
180620	RES	986	37	36	61	34	36	61	3	0	0
180622	RES	235	43	42	69	40	42	69	3	0	0
180624	RES	395	42	40	70	39	41	70	3	-1	0
180630	RES	725	42	40	67	39	41	68	3	-1	0
180641	RES	217	43	42	71	41	43	71	3	0	0
180643	RES	758	42	41	68	39	41	65	3	0	3
180646	RES	613	41	40	67	38	40	66	3	0	1
180652	RES	545	42	40	70	39	41	70	2	-1	0
180655	RES	181	42	41	70	39	41	70	3	0	0
180660	RES	169	42	41	70	39	41	70	3	0	0
180668	RES	666	41	40	67	38	40	66	3	0	1
180675	RES	367	42	41	70	39	41	70	3	-1	0
180680	RES	157	42	41	70	40	42	70	3	0	0
180688	RES	828	42	41	68	38	40	65	3	0	3
180693	RES	390	41	39	67	38	40	67	3	0	0
180699	RES	808	39	38	65	37	39	66	2	-1	0
180700	RES	611	42	41	68	39	41	69	3	0	0
180708	RES	710	41	39	67	37	39	66	3	0	1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
180717	RES	807	42	41	68	39	41	65	3	0	4
180718	RES	788	42	41	68	38	40	64	3	0	4
180720	RES	554	42	41	70	39	41	70	3	0	0
180731	RES	517	39	38	66	37	39	66	2	-1	0
180732	RES	536	40	39	70	38	40	70	2	-1	0
180743	RES	667	41	40	67	37	39	67	3	0	0
180744	RES	499	42	40	71	39	41	71	3	-1	0
180745	RES	762	42	41	68	39	41	65	3	0	3
180746	RES	775	41	40	67	38	40	64	3	0	3
180757	RES	484	42	41	72	39	41	72	2	-1	0
180758	RES	465	41	39	70	38	40	71	2	-1	-1
180760	RES	761	42	41	68	39	41	64	3	0	4
180764	RES	454	41	39	67	38	40	68	3	-1	-1
180767	RES	374	43	41	72	40	42	72	2	-1	-1
180769	RES	737	42	41	68	39	41	65	3	0	4
180770	RES	610	42	40	71	39	41	71	3	-1	-1
180772	RES	950	39	38	64	37	39	64	2	-1	0
180776	RES	698	38	37	67	36	38	67	3	-1	0
180777	RES	937	39	38	64	37	39	64	2	-1	0
180781	RES	400	40	39	66	37	39	67	3	0	-1
180783	RES	719	42	41	68	39	41	65	3	0	3
180786	RES	990	38	36	64	35	37	64	2	-1	0
180788	RES	434	40	39	70	38	40	71	2	-1	-1
180789	RES	1000	37	36	64	35	37	64	3	-1	0
180790	RES	311	41	40	69	38	40	69	3	0	-1
180792	RES	298	41	40	68	38	40	69	3	0	0
180796	RES	323	41	39	68	38	40	68	3	-1	0
180799	RES	960	38	37	61	35	37	62	3	0	-1
180801	RES	970	37	36	63	35	37	64	2	-1	0
180802	RES	414	41	40	72	39	41	72	2	-1	0
180803	RES	657	41	40	67	37	39	66	3	0	1
180806	RES	289	41	40	70	39	41	70	3	0	0
180809	RES	278	41	40	68	39	41	68	3	0	0
180812	OME	860	40	39	66	37	39	64	3	0	2
180818	RES	689	43	42	69	40	42	67	3	0	2
180820	RES	379	43	42	71	40	42	71	3	-1	0
180825	RES	268	42	41	69	39	41	69	3	0	0
180829	RES	615	42	41	67	38	40	66	3	0	2
180830	OME	843	42	41	68	38	40	65	3	0	3
180835	RES	254	43	41	70	40	42	70	3	0	0
180865	RES	653	42	41	69	39	41	70	3	0	-1
180868	RES	190	42	41	69	39	41	69	3	0	0
180875	RES	542	43	42	69	39	41	70	3	0	-1
180885	RES	607	42	41	68	39	41	68	3	0	0
180889	RES	800	41	40	67	37	39	64	3	1	3
180890	RES	173	43	41	70	40	41	70	3	0	0
180891	RES	783	40	39	66	36	38	63	4	0	3
180895	RES	503	43	42	70	41	43	70	3	-1	0
180901	RES	155	42	41	70	39	41	70	3	0	0
180904	RES	772	40	39	66	37	38	65	3	0	1
180922	RES	757	43	42	68	39	41	65	3	0	3
180925	RES	743	42	41	68	39	41	66	3	0	2
180944	RES	418	42	40	72	39	41	72	2	-1	0
180947	RES	193	42	41	70	39	41	71	3	0	0
180949	RES	728	41	40	66	38	40	65	3	0	1
180950	RES	718	43	42	68	39	41	66	3	0	2
180956	RES	714	43	42	69	40	42	65	3	0	4
180960	RES	323	46	45	74	43	45	74	3	-1	0
180967	RES	694	42	41	68	38	40	65	3	0	3
180972	RES	338	44	43	74	42	44	75	3	-1	-1
180980	RES	683	43	42	68	40	41	65	3	0	3
180983	RES	523	44	43	71	41	43	67	3	0	3
180985	RES	417	42	40	71	39	41	71	2	-1	-1
180987	RES	370	44	42	74	41	43	74	2	-1	0
180997	RES	315	42	41	70	40	42	70	3	-1	0
180998	RES	667	42	41	68	39	41	65	3	0	3
181000	RES	449	43	41	72	40	42	72	3	-1	-1
181011	RES	186	42	41	69	39	41	69	3	0	0
181013	RES	260	42	41	70	40	41	70	3	0	0
181017	RES	649	42	41	67	39	41	66	3	0	1
181019	RES	839	37	36	62	35	37	63	3	-1	0
181021	RES	630	42	41	68	39	41	66	3	0	2
181028	RES	647	41	39	67	38	40	68	3	0	-1
181029	RES	671	38	37	64	36	38	64	3	0	0
181030	RES	540	41	39	67	38	39	67	3	0	0
181034	RES	703	39	38	63	37	39	63	3	-1	0
181035	RES	620	41	40	67	38	40	66	3	0	1
181036	RES	586	40	39	66	37	39	66	3	0	0
181040	RES	506	43	42	70	40	42	69	3	0	1
181043	RES	375	44	42	73	42	43	74	2	-1	0
181056	RES	749	40	39	66	36	38	63	3	0	3

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
181058	RES	450	44	42	72	41	43	72	2	-1	0
181059	RES	729	39	38	62	36	38	62	3	-1	-1
181060	RES	316	43	41	70	40	42	71	3	-1	-1
181061	RES	190	42	41	70	39	41	70	3	0	0
181068	RES	701	38	37	61	35	37	62	3	-1	0
181075	RES	269	42	41	71	40	42	72	3	0	-1
181076	RES	810	38	37	61	35	37	61	3	0	0
181079	RES	140	48	47	77	45	47	77	3	0	0
181083	RES	588	42	41	67	39	41	65	3	0	2
181086	RES	542	41	40	69	38	40	70	3	0	-1
181093	RES	718	38	37	60	35	37	61	3	0	0
181100	RES	152	48	47	78	45	47	78	3	0	0
181106	RES	709	41	39	66	38	40	66	3	0	0
181110	RES	586	42	40	67	39	41	67	2	-1	0
181112	RES	367	43	42	72	41	43	73	2	-1	-1
181114	RES	451	44	43	72	42	44	72	2	-1	0
181116	RES	190	42	41	70	40	42	70	3	0	0
181122	RES	734	37	36	62	35	37	62	3	0	0
181124	RES	570	40	39	66	37	39	68	3	0	-1
181131	RES	662	39	38	64	36	38	65	3	0	0
181132	RES	309	42	41	68	39	41	69	3	0	-1
181144	RES	492	42	41	69	39	41	70	3	-1	-1
181147	RES	723	37	35	58	34	36	58	3	0	0
181148	RES	829	38	37	63	35	37	63	3	0	0
181151	RES	669	41	40	67	38	40	65	3	0	2
181159	RES	274	42	40	69	39	41	70	3	0	-1
181162	RES	704	41	40	67	38	40	66	3	0	1
181164	RES	632	38	37	64	35	37	64	3	0	0
181169	RES	190	42	41	69	40	42	70	3	0	0
181172	RES	524	42	41	68	39	41	68	3	0	0
181178	RES	362	44	42	73	42	44	74	2	-1	-1
181180	RES	735	37	36	60	34	36	59	3	0	1
181181	RES	710	37	36	63	34	36	63	3	0	0
181182	RES	646	41	40	68	38	40	65	3	0	3
181185	RES	762	38	37	61	36	38	62	3	0	-1
181187	RES	438	44	43	72	42	44	73	3	-1	0
181191	RES	737	39	38	66	35	37	63	3	0	2
181194	RES	776	38	37	61	35	37	61	3	0	0
181199	RES	792	39	38	62	36	38	63	3	0	0
181206	RES	480	42	41	68	39	41	68	3	0	0
181216	RES	187	42	41	68	39	41	68	3	0	0
181221	RES	313	44	42	71	41	43	71	3	0	0
181222	RES	726	37	36	62	35	37	63	3	0	-1
181226	RES	736	37	36	62	35	37	63	2	-1	-1
181228	RES	362	44	43	71	42	44	71	3	-1	-1
181230	RES	713	40	39	67	37	39	65	3	0	2
181232	RES	616	41	40	67	38	40	65	3	0	3
181234	RES	553	39	38	68	37	39	68	3	-1	0
181238	RES	277	42	41	68	39	41	68	3	0	0
181239	RES	435	44	43	70	41	43	71	3	0	-1
181263	RES	511	42	41	69	39	41	70	3	0	-1
181265	RES	463	42	41	69	39	41	69	2	-1	0
181267	RES	188	42	41	68	39	41	68	3	0	0
181275	RES	309	43	41	70	40	42	70	3	0	0
181276	RES	629	41	39	65	38	39	65	3	0	1
181281	RES	432	43	42	72	40	42	72	3	-1	0
181282	RES	360	44	43	72	42	44	73	3	-1	-1
181284	RES	637	43	42	69	40	42	66	3	0	3
181286	RES	460	41	40	68	39	41	68	3	-1	0
181288	RES	712	43	42	69	40	42	66	3	0	3
181297	RES	556	42	40	70	39	41	70	3	0	0
181298	RES	491	42	40	67	39	41	67	3	-1	0
181300	RES	283	42	41	70	39	41	70	3	0	0
181301	RES	514	41	40	67	39	41	67	2	-1	0
181302	RES	138	48	46	77	45	47	78	3	0	0
181303	RES	459	44	43	70	41	43	70	3	0	0
181307	RES	527	41	40	67	39	41	68	2	-1	-1
181308	RES	670	43	42	68	40	42	65	3	0	3
181323	RES	312	43	42	70	41	43	70	3	-1	0
181324	RES	620	40	39	66	38	40	67	2	-1	-1
181326	RES	552	41	39	65	38	40	65	2	-1	-1
181327	RES	681	43	42	69	40	42	66	3	0	3
181328	RES	539	41	40	66	38	40	67	2	-1	-1
181330	RES	187	40	39	67	37	39	67	3	0	0
181332	RES	500	42	41	68	39	41	68	3	0	0
181339	RES	902	39	37	63	36	38	63	3	0	0
181340	RES	566	40	39	66	38	40	66	2	-1	0
181343	RES	574	39	38	66	37	39	66	2	-1	0
181344	RES	624	44	43	70	41	43	67	3	0	3
181347	RES	592	43	42	68	40	42	66	3	0	2
181351	RES	930	37	36	60	35	37	61	3	-1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
181353	RES	940	37	36	61	34	36	61	3	-1	0
181359	RES	618	41	39	66	38	40	67	2	-1	0
181360	RES	954	37	36	61	34	36	61	3	0	0
181361	RES	612	43	42	69	40	42	67	3	0	2
181373	RES	361	44	43	73	42	44	74	2	-1	-1
181374	RES	466	44	43	70	41	43	71	3	0	0
181380	RES	966	37	36	61	35	37	62	3	-1	0
181381	RES	990	37	36	63	35	37	62	2	-1	0
181386	RES	665	39	38	66	37	39	66	3	-1	-1
181394	RES	570	44	43	70	41	43	66	3	0	3
181395	RES	485	44	43	70	41	43	69	3	0	2
181397	RES	619	37	36	62	34	36	63	3	0	0
181398	RES	562	44	42	69	40	42	67	3	0	2
181402	RES	551	44	42	69	41	42	69	3	0	0
181403	RES	452	37	36	67	35	37	67	3	-1	0
181412	RES	432	42	41	69	40	42	69	3	-1	-1
181413	RES	307	44	42	70	41	43	71	3	-1	-1
181414	RES	899	39	38	62	36	38	63	3	-1	-1
181415	RES	462	39	38	63	36	38	63	3	0	0
181419	RES	345	44	43	72	41	43	72	2	-1	0
181421	RES	484	38	37	63	35	37	63	3	0	0
181431	RES	377	39	38	67	37	39	67	3	-1	0
181436	RES	350	44	42	72	41	43	73	3	-1	-1
181438	RES	537	44	42	69	41	42	68	3	0	1
181440	RES	593	36	35	63	33	35	63	3	-1	0
181444	RES	703	38	37	63	36	38	64	3	-1	0
181445	RES	261	41	40	66	38	40	67	3	0	0
181453	RES	745	39	37	63	36	38	64	3	0	0
181460	RES	138	48	46	75	45	47	75	3	0	0
181462	RES	513	44	43	69	41	43	67	3	0	2
181468	RES	523	39	38	62	36	38	62	3	0	-1
181482	RES	535	37	36	62	34	36	62	3	0	0
181484	RES	395	45	44	75	42	44	75	3	0	0
181485	RES	433	42	41	69	40	42	69	3	-1	0
181487	RES	301	43	41	70	40	42	71	3	-1	0
181497	RES	763	38	37	63	35	37	63	3	-1	0
181500	RES	253	41	40	66	38	40	66	3	0	0
181501	RES	779	38	37	64	35	37	65	3	-1	0
181503	RES	460	44	43	70	41	43	70	3	0	0
181506	RES	582	37	35	61	34	36	61	3	0	-1
181510	RES	808	37	36	62	35	37	63	2	-1	0
181515	RES	829	37	36	62	35	37	62	3	-1	0
181520	RES	846	38	37	62	36	38	63	2	-1	0
181521	RES	898	38	37	63	35	37	63	3	-1	0
181525	RES	661	38	36	62	35	37	62	3	-1	0
181526	RES	375	39	38	65	36	38	66	3	0	0
181533	RES	426	45	43	70	42	44	71	3	0	0
181534	RES	965	34	33	59	31	33	60	3	0	0
181538	RES	305	43	42	71	41	43	71	3	-1	0
181549	RES	999	33	32	58	31	33	58	3	0	0
181553	RES	244	41	40	66	38	40	66	3	0	0
181554	RES	308	43	42	69	41	43	70	3	-1	0
181563	RES	762	38	37	64	35	37	61	3	0	2
181566	RES	347	45	44	73	42	44	73	3	0	0
181570	RES	607	36	35	60	33	35	60	3	0	0
181577	RES	745	37	36	63	34	36	59	3	0	4
181579	RES	935	34	33	57	32	34	56	3	0	1
181583	RES	739	40	39	65	36	38	63	3	0	3
181593	RES	722	38	37	63	35	37	62	3	0	2
181594	RES	321	45	43	73	42	44	73	3	0	0
181596	RES	366	40	39	66	38	40	67	3	0	-1
181598	RES	714	40	39	66	37	39	65	3	0	1
181600	RES	772	35	34	58	32	34	59	3	0	0
181602	RES	897	38	37	61	35	37	61	3	-1	0
181609	RES	966	35	33	57	32	34	57	3	0	0
181612	RES	980	34	33	58	32	33	56	3	0	2
181614	RES	950	34	33	57	32	34	57	3	0	0
181618	RES	294	44	43	72	42	44	73	3	-1	-1
181623	RES	798	35	34	58	32	34	58	3	0	0
181627	RES	681	37	36	62	35	37	62	3	0	0
181631	RES	298	43	42	69	40	42	69	3	-1	0
181633	RES	728	36	35	61	34	36	61	3	0	0
181637	RES	650	36	35	63	33	35	60	3	0	3
181638	RES	999	34	33	57	32	33	56	3	0	2
181639	RES	813	35	34	60	33	34	60	3	0	0
181642	RES	574	37	36	60	34	36	60	3	0	0
181643	RES	513	40	39	64	37	39	65	3	0	-1
181647	RES	268	44	43	71	41	43	71	3	0	0
181652	RES	252	42	41	68	39	41	69	3	0	-1
181656	RES	236	41	40	67	38	40	66	3	0	1
181660	RES	361	40	39	64	37	39	64	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
181664	RES	775	35	33	58	32	34	58	3	0	0
181667	RES	629	39	38	66	36	38	62	3	0	3
181668	RES	537	37	36	61	35	37	61	3	0	0
181672	RES	697	40	39	66	37	39	64	3	0	2
181676	RES	607	39	38	65	36	38	62	3	0	4
181677	RES	596	39	38	65	36	38	62	3	0	3
181680	RES	310	43	42	69	41	43	69	3	-1	0
181684	RES	690	37	36	60	34	36	60	3	0	0
181687	RES	572	38	37	64	34	36	62	3	0	2
181692	RES	581	39	38	65	36	38	62	3	0	3
181696	RES	649	39	38	65	36	38	65	3	0	0
181706	RES	615	40	39	67	37	39	65	3	0	2
181713	RES	640	37	36	64	34	36	62	3	0	2
181715	RES	374	41	40	64	38	40	65	3	0	-1
181716	RES	595	36	35	59	33	35	59	3	0	0
181728	RES	549	39	38	65	35	37	62	3	0	2
181729	RES	539	37	36	60	34	36	59	3	0	0
181731	RES	758	35	34	57	32	34	58	3	0	0
181733	RES	889	37	36	61	35	37	61	3	0	0
181736	RES	299	43	42	69	40	42	69	3	-1	0
181740	RES	708	34	33	58	32	34	58	3	0	0
181742	RES	518	41	40	68	38	40	65	3	0	3
181743	RES	543	40	39	67	37	39	64	3	0	3
181744	RES	691	40	39	66	37	39	65	3	0	1
181745	RES	714	34	33	58	32	34	58	3	0	0
181752	RES	792	35	34	61	31	33	58	3	0	3
181754	RES	752	36	35	62	33	35	60	3	0	3
181756	RES	559	39	38	65	35	37	63	3	0	3
181760	RES	788	36	34	57	33	35	58	3	0	0
181761	RES	690	37	36	60	34	36	60	3	0	0
181762	RES	500	40	39	66	37	39	64	3	0	2
181763	RES	925	35	34	59	32	34	59	3	0	0
181764	RES	639	39	38	65	36	38	65	3	0	0
181766	RES	816	36	35	58	33	35	58	3	0	0
181769	RES	487	42	41	68	39	41	67	3	0	1
181774	RES	842	37	36	59	34	36	60	3	0	0
181776	RES	569	37	36	60	34	36	60	3	0	0
181780	RES	978	35	33	58	32	34	58	3	0	0
181784	RES	958	34	33	58	31	33	59	3	0	0
181788	RES	311	42	41	68	39	41	68	3	-1	0
181790	RES	420	42	40	69	38	40	69	3	0	-1
181794	RES	941	35	34	59	33	34	60	3	0	0
181804	RES	403	42	40	67	39	41	67	3	0	0
181807	RES	678	39	38	66	36	38	66	3	0	0
181809	RES	473	42	41	69	39	41	70	3	0	0
181812	RES	899	38	37	60	35	37	60	3	0	0
181820	RES	752	37	36	63	33	35	60	3	0	3
181822	RES	378	39	38	63	36	38	63	3	0	0
181825	RES	460	40	39	66	38	40	67	3	0	0
181828	RES	810	38	37	63	35	37	60	3	0	3
181833	RES	500	38	37	66	36	38	66	3	-1	0
181839	RES	546	39	38	66	36	38	64	3	0	2
181841	RES	485	39	38	66	36	38	67	3	0	0
181844	RES	776	38	37	64	35	37	61	3	0	3
181846	RES	518	41	40	67	38	40	65	3	0	3
181849	RES	690	37	36	61	34	36	61	3	0	0
181852	RES	472	40	39	67	37	39	68	3	0	0
181853	RES	821	38	37	63	34	36	60	3	0	3
181854	RES	709	39	38	65	36	38	63	3	0	2
181856	RES	412	41	40	67	38	40	67	3	0	-1
181857	RES	765	37	36	63	33	35	60	3	0	2
181859	RES	765	38	37	64	35	37	62	3	0	2
181860	RES	627	40	39	66	36	38	63	3	0	3
181861	RES	312	42	41	66	40	42	67	3	-1	0
181863	RES	720	36	35	58	34	35	58	3	0	0
181866	RES	377	42	41	68	39	41	66	3	0	2
181871	RES	600	37	36	60	34	36	61	3	0	0
181872	RES	798	38	37	63	34	36	60	3	0	3
181877	RES	979	33	32	56	30	32	56	3	0	1
181878	RES	790	38	37	64	35	37	61	3	0	3
181880	RES	387	39	38	65	37	39	65	3	0	-1
181886	RES	363	44	43	70	41	43	70	3	0	-1
181888	RES	667	41	40	67	38	40	67	3	0	0
181889	RES	351	45	43	70	41	43	70	3	0	0
181891	RES	457	41	40	67	39	40	68	3	0	0
181893	RES	742	37	35	63	33	35	60	3	0	3
181895	RES	338	44	42	69	40	42	68	3	0	2
181896	RES	323	43	42	69	40	42	66	3	0	3
181900	RES	695	39	37	65	35	37	63	3	0	1
181907	RES	504	37	36	62	34	36	62	3	0	0
181908	RES	287	44	43	75	41	43	75	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
181910	RES	900	38	36	60	35	37	61	3	0	-1
181914	RES	787	36	35	59	33	35	59	3	0	0
181916	RES	368	39	38	64	36	38	64	3	0	-1
181918	RES	404	42	41	68	39	41	68	3	0	0
181920	RES	749	39	37	64	35	37	62	3	0	2
181923	RES	565	40	39	67	37	39	65	3	0	2
181927	RES	380	39	38	65	36	38	65	3	0	0
181935	RES	684	37	36	59	35	37	59	3	0	0
181936	RES	185	40	38	65	37	39	65	3	0	0
181939	RES	455	41	39	67	38	39	66	3	0	1
181941	RES	994	33	32	56	31	33	55	3	0	0
181942	RES	299	44	43	70	41	43	70	3	0	0
181943	RES	215	40	39	65	37	39	66	3	0	0
181945	RES	550	38	37	64	35	37	63	3	0	2
181947	RES	799	36	35	59	33	35	60	3	0	0
181948	RES	726	39	38	65	36	38	63	3	0	2
181952	RES	443	42	41	69	39	41	70	3	0	0
181953	RES	659	41	39	67	38	40	67	3	-1	0
181954	RES	228	41	40	66	39	41	66	3	0	0
181957	RES	534	40	39	67	37	39	65	3	0	2
181961	RES	585	38	37	64	36	38	64	3	0	-1
181969	RES	310	43	42	69	40	41	69	3	0	0
181971	RES	727	36	35	58	33	35	58	3	0	0
181973	RES	257	42	41	66	39	41	67	3	0	-1
181974	RES	512	41	39	67	37	39	65	3	0	2
181975	RES	276	44	42	73	41	43	74	3	-1	0
181976	RES	390	39	38	63	36	38	63	3	0	0
181978	RES	311	42	41	66	39	41	67	3	0	0
181986	RES	390	43	41	68	39	41	68	3	0	0
181989	RES	606	42	41	68	39	41	68	3	-1	0
181992	RES	502	37	36	61	34	36	61	3	0	0
181993	RES	610	42	41	68	39	41	68	3	-1	0
181994	RES	667	40	39	68	37	39	68	3	0	0
182003	RES	323	41	39	66	38	40	67	3	0	0
182004	RES	650	42	40	68	39	41	68	3	-1	0
182007	RES	343	40	39	64	37	39	64	3	0	0
182018	RES	362	40	39	63	37	39	63	3	0	0
182022	RES	589	42	41	68	39	41	69	3	-1	-1
182023	RES	807	36	35	58	33	35	58	3	0	1
182027	RES	434	40	39	66	37	39	66	3	0	1
182029	RES	391	39	37	62	36	38	62	3	0	0
182032	RES	800	35	34	58	32	34	57	3	0	1
182033	RES	467	41	40	65	38	40	65	3	0	0
182034	RES	276	44	42	73	41	43	73	3	0	0
182036	RES	902	37	36	60	35	37	60	3	0	0
182037	RES	940	34	33	57	31	33	58	3	0	-1
182039	RES	975	34	33	56	31	33	56	3	0	1
182042	RES	581	39	38	63	36	38	64	3	0	-1
182043	RES	573	42	41	68	39	41	68	3	0	-1
182046	RES	299	43	42	70	40	42	69	3	0	1
182048	RES	684	38	37	61	35	37	61	3	0	0
182050	RES	556	42	41	68	39	41	68	3	0	0
182051	RES	770	36	34	58	33	35	58	3	0	0
182052	RES	532	42	41	68	40	41	68	3	0	0
182055	RES	413	41	40	68	38	40	68	3	0	0
182058	RES	747	36	35	58	33	35	58	3	0	0
182064	RES	795	37	36	63	34	36	60	3	0	3
182066	RES	549	43	41	68	40	42	68	3	0	0
182068	RES	110	46	44	78	43	45	79	2	-1	-1
182072	RES	372	42	41	68	39	41	68	3	0	0
182074	RES	789	37	36	63	34	36	59	4	0	4
182078	RES	382	40	39	64	37	39	64	3	0	0
182081	RES	488	43	41	68	40	42	68	3	0	0
182082	RES	518	43	41	68	40	42	68	3	0	0
182083	RES	509	42	41	68	39	41	67	3	0	1
182085	RES	259	44	43	74	41	43	74	3	0	0
182086	RES	426	43	41	68	39	41	67	3	0	1
182092	RES	765	37	36	63	34	36	61	3	0	2
182095	RES	424	44	42	69	41	42	68	3	0	1
182097	RES	751	37	36	62	34	36	59	3	0	3
182099	OOA	202	46	44	74	42	44	74	3	0	0
182103	RES	486	43	42	68	40	42	68	3	0	0
182107	RES	400	41	40	68	38	40	68	3	-1	0
182110	RES	368	42	41	68	39	41	67	3	0	0
182111	RES	679	38	37	60	35	37	60	3	0	0
182115	RES	458	43	42	69	40	42	69	3	0	0
182117	RES	913	37	36	60	34	36	61	3	0	0
182118	RES	468	43	42	68	40	42	68	3	0	1
182123	RES	447	44	42	69	41	42	67	3	0	1
182128	RES	582	38	37	61	36	38	61	3	0	0
182129	RES	192	41	40	66	38	40	66	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
182134	RES	434	44	43	69	41	43	68	3	0	1
182148	RES	673	38	37	64	35	37	64	3	0	1
182152	RES	204	40	39	65	37	39	65	3	0	0
182153	RES	837	36	35	58	33	35	59	3	0	0
182155	RES	708	38	37	64	35	37	62	3	0	2
182156	RES	242	40	38	66	37	39	66	3	-1	0
182159	RES	244	44	43	73	41	43	73	3	0	0
182164	RES	691	37	36	63	34	36	60	3	0	3
182165	RES	262	42	41	68	39	41	68	3	0	0
182168	RES	227	40	39	66	37	39	66	3	0	0
182170	RES	623	41	40	67	38	40	67	3	-1	0
182171	RES	163	43	42	71	40	42	72	3	-1	-1
182172	RES	681	38	37	60	35	37	61	3	0	0
182173	RES	651	38	37	64	34	36	64	3	0	0
182174	OED	107	55	54	88	53	55	89	3	-1	-1
182182	RES	408	44	43	69	41	43	68	3	0	1
182183	RES	655	38	37	64	35	37	64	3	0	0
182185	RES	258	40	39	65	38	40	65	3	-1	0
182189	RES	401	44	43	70	41	43	69	3	0	1
182193	RES	274	41	40	65	38	40	66	3	-1	-1
182195	RES	712	38	37	64	35	37	61	3	0	3
182205	RES	355	44	43	69	41	43	70	3	0	0
182206	RES	706	38	37	65	35	37	62	3	0	3
182211	RES	234	45	43	74	41	43	74	3	0	0
182212	RES	941	37	36	59	34	36	59	3	0	0
182217	RES	627	39	38	65	36	38	65	3	0	1
182220	RES	322	44	42	71	41	43	71	3	0	-1
182222	RES	338	44	43	69	41	43	69	3	0	0
182224	RES	324	41	40	66	39	41	67	2	-1	0
182226	RES	722	36	35	58	34	35	58	3	0	0
182228	RES	669	38	37	60	35	37	61	3	0	-1
182230	RES	339	40	38	65	37	39	66	3	-1	0
182232	RES	838	35	34	57	32	34	58	3	0	-1
182241	RES	309	44	43	70	41	43	71	3	0	-1
182242	RES	735	36	35	58	33	35	59	3	0	0
182243	RES	660	38	37	64	34	36	61	3	0	2
182244	RES	302	44	42	69	41	43	70	3	0	0
182245	RES	613	41	40	67	38	40	68	3	0	-1
182246	RES	246	41	40	65	38	40	65	3	0	0
182249	RES	772	36	35	59	33	35	59	3	0	0
182251	RES	818	36	35	58	33	35	59	3	0	-1
182253	RES	389	40	39	64	37	39	65	3	0	0
182255	RES	353	39	38	65	36	38	65	3	0	0
182257	RES	654	38	36	64	34	36	61	3	0	2
182258	RES	289	44	43	70	41	43	71	3	0	-1
182263	RES	368	40	39	63	37	39	64	3	0	0
182264	RES	279	44	43	71	41	43	71	3	0	0
182265	RES	503	37	35	62	34	36	63	3	0	0
182266	RES	783	36	35	59	33	35	59	3	0	0
182267	RES	746	36	35	59	33	35	59	3	0	0
182268	RES	759	36	35	58	33	35	57	3	0	0
182269	RES	722	38	36	64	34	36	60	3	0	3
182274	RES	257	45	43	72	42	44	73	3	0	-1
182276	RES	228	45	43	74	41	43	74	3	0	-1
182277	RES	247	44	42	72	41	43	72	3	-1	0
182280	RES	793	36	35	59	33	35	58	3	0	1
182281	RES	894	37	36	59	34	36	60	3	0	0
182282	RES	484	39	38	63	37	39	64	3	0	-1
182287	RES	269	44	43	72	41	43	72	3	0	0
182288	RES	420	40	39	65	37	39	66	3	0	0
182289	RES	622	38	37	65	35	37	63	3	0	2
182293	RES	804	36	35	58	33	35	58	3	0	0
182304	RES	596	41	40	68	39	41	69	3	-1	0
182310	RES	522	36	35	60	34	36	61	3	0	0
182312	RES	830	36	35	58	34	35	58	3	0	1
182314	RES	328	40	39	64	37	39	64	3	0	0
182318	RES	278	39	38	65	36	38	65	3	0	0
182324	RES	847	36	35	60	33	35	59	3	0	0
182330	RES	980	34	33	57	32	34	57	3	0	-1
182334	RES	537	37	36	60	34	36	61	3	0	0
182338	RES	217	45	43	74	42	44	75	3	0	-1
182342	RES	998	31	30	54	28	30	53	3	0	1
182351	RES	430	39	38	63	36	38	64	3	0	-1
182352	RES	582	37	36	61	34	36	61	3	0	-1
182355	RES	554	37	36	60	34	36	60	3	0	0
182362	RES	288	40	39	65	37	39	65	3	0	-1
182363	RES	336	40	39	63	37	39	64	3	0	0
182366	RES	495	38	37	62	36	37	61	3	0	1
182367	RES	915	36	35	58	33	35	58	3	0	0
182368	RES	591	41	40	68	39	41	68	3	-1	0
182370	RES	613	37	35	60	34	36	60	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
182375	RES	651	37	36	61	34	36	61	3	0	-1
182379	RES	629	37	36	60	34	36	60	3	0	-1
182381	RES	242	40	39	67	38	40	66	3	0	1
182382	RES	641	38	36	64	34	36	61	3	0	3
182388	RES	641	37	36	61	34	36	61	3	0	-1
182391	RES	588	38	36	61	35	37	61	3	0	0
182402	RES	291	40	39	65	37	39	65	3	0	-1
182403	RES	686	37	35	59	34	36	59	3	0	0
182417	RES	436	38	37	62	35	37	62	3	0	0
182420	RES	353	40	38	64	37	39	64	3	0	0
182421	RES	495	39	38	61	36	38	62	3	0	0
182422	RES	583	41	40	67	39	41	68	3	-1	0
182423	RES	722	36	35	61	34	36	61	3	0	0
182426	RES	977	34	33	56	31	33	56	3	0	0
182428	RES	760	36	34	58	33	35	58	3	0	0
182431	RES	753	36	34	58	33	35	58	3	0	0
182432	RES	268	39	38	64	36	38	65	3	0	-1
182437	RES	523	36	35	59	33	35	59	3	0	0
182441	RES	734	36	35	60	33	35	60	3	0	0
182442	RES	906	36	35	58	34	35	58	3	0	0
182456	RES	649	36	35	59	33	35	59	3	0	0
182458	RES	925	34	33	57	31	33	57	3	0	0
182459	RES	343	40	39	63	38	40	64	3	0	-1
182461	RES	781	36	35	58	33	35	58	3	0	0
182464	RES	535	36	35	59	34	36	58	3	0	0
182468	RES	440	38	36	62	35	37	62	3	0	-1
182469	RES	947	33	32	57	30	32	55	3	0	2
182470	RES	787	36	35	58	33	35	58	3	0	-1
182473	OED	141	46	44	80	44	46	81	2	-1	-1
182475	RES	501	39	37	62	36	38	63	3	0	-1
182477	RES	957	34	33	56	31	33	56	3	0	1
182478	RES	845	36	35	58	33	35	59	3	0	0
182480	RES	981	32	31	55	29	31	55	3	0	0
182481	RES	843	36	35	59	33	35	59	3	0	0
182488	RES	286	39	38	64	36	38	63	3	0	0
182491	RES	808	36	35	60	33	35	60	3	0	0
182499	RES	639	36	35	59	33	35	60	3	0	0
182504	RES	341	41	39	64	38	40	65	3	-1	-1
182507	RES	543	37	36	60	35	37	60	3	0	0
182511	RES	435	38	37	62	36	37	62	3	0	0
182517	RES	497	39	38	62	37	39	62	3	-1	0
182523	RES	570	37	36	60	34	36	60	3	0	0
182529	RES	577	37	36	61	34	36	60	3	0	1
182533	RES	597	38	37	61	35	37	61	3	0	0
182547	RES	293	39	38	64	36	38	65	3	0	0
182549	RES	659	36	35	59	33	35	58	3	0	1
182550	RES	352	41	40	64	38	40	65	3	0	0
182553	OOA	210	47	45	75	44	46	76	3	-1	0
182554	RES	443	39	38	62	36	38	62	3	0	0
182557	RES	622	37	36	61	35	36	60	3	0	0
182559	RES	858	34	33	57	31	33	57	3	0	0
182573	RES	633	37	36	62	34	36	62	3	0	0
182584	RES	644	37	36	60	34	36	60	3	0	0
182587	RES	748	36	35	58	33	35	58	3	0	0
182589	RES	362	41	40	64	38	40	64	3	-1	-1
182590	RES	694	37	36	60	34	36	60	3	0	0
182591	RES	302	39	38	64	36	38	64	3	0	0
182593	OED	34	63	62	93	59	61	94	4	1	-1
182595	RES	451	39	37	63	36	38	63	3	0	0
182597	RES	511	38	37	61	35	37	61	3	0	0
182599	RES	272	42	41	68	40	42	69	3	0	-1
182608	RES	722	36	35	59	33	35	57	3	0	1
182609	RES	765	36	35	59	33	35	57	3	0	2
182613	RES	784	36	35	59	33	35	57	3	0	2
182615	RES	822	35	33	57	32	34	57	3	0	0
182620	RES	828	36	35	59	33	35	58	3	0	0
182625	RES	794	36	35	59	33	35	58	3	0	2
182634	RES	521	38	37	61	35	37	61	3	0	0
182635	RES	557	37	36	60	34	36	60	3	0	0
182636	RES	456	36	35	60	33	35	60	3	0	0
182637	RES	812	35	34	58	32	34	57	3	0	1
182638	RES	542	37	36	60	34	36	59	3	0	0
182646	RES	304	39	38	63	36	38	63	3	0	0
182654	RES	571	37	36	61	34	36	60	3	0	0
182656	RES	848	35	34	58	32	34	58	3	0	0
182659	RES	588	37	36	61	34	36	61	3	0	-1
182661	OOA	178	47	45	76	44	46	77	3	-1	0
182662	RES	602	37	36	61	34	36	61	3	0	1
182668	RES	652	37	36	61	34	36	60	3	0	1
182670	RES	521	38	37	62	35	37	63	3	0	0
182671	RES	622	37	36	61	34	36	60	3	0	1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
182675	RES	454	37	36	61	34	36	61	3	0	0
182676	RES	361	40	39	64	37	39	64	3	-1	0
182678	RES	632	37	36	61	34	36	60	3	0	1
182681	RES	376	39	38	64	36	38	64	3	0	0
182686	RES	415	39	38	63	36	38	64	3	0	0
182688	RES	405	39	38	62	36	38	61	3	0	1
182692	RES	712	36	35	60	33	35	58	3	0	1
182694	RES	391	39	38	62	36	38	63	3	0	0
182701	RES	700	38	37	60	35	37	60	3	0	0
182704	RES	723	36	35	60	33	35	60	3	0	0
182715	RES	669	35	34	59	33	35	58	3	0	1
182717	RES	520	38	37	61	35	37	60	3	0	1
182725	RES	463	39	38	62	36	38	61	3	0	1
182736	RES	729	36	35	60	33	35	59	3	0	1
182737	OED	932	36	35	59	33	35	59	3	0	0
182738	RES	757	35	34	59	32	34	57	3	0	2
182752	RES	772	35	34	58	32	34	57	3	0	1
182753	RES	667	36	35	61	33	35	61	3	0	0
182761	RES	524	39	38	61	36	38	61	3	0	0
182763	RES	807	35	34	57	32	34	57	3	0	1
182767	RES	842	34	33	57	32	34	58	3	0	0
182771	RES	800	35	34	58	32	34	58	3	0	0
182774	RES	832	35	33	58	32	34	58	3	0	0
182784	RES	583	37	36	60	34	36	60	3	0	1
182785	RES	878	36	35	57	33	35	57	3	0	0
182787	RES	570	37	36	60	34	36	60	3	0	1
182789	RES	263	42	40	68	39	41	68	3	0	0
182791	RES	238	43	42	71	40	42	72	3	0	-1
182797	RES	558	38	37	61	35	37	59	3	0	2
182806	RES	525	39	38	61	36	38	61	3	0	0
182810	OED	66	65	63	94	59	61	94	5	2	-1
182811	RES	589	37	35	61	34	36	60	3	0	0
182821	RES	275	41	40	66	39	41	66	3	-1	0
182826	RES	297	41	39	65	38	40	64	3	0	1
182827	RES	617	37	36	61	34	36	61	3	0	0
182829	RES	627	37	35	60	34	36	60	3	0	0
182836	RES	659	36	35	59	33	35	59	3	0	0
182850	RES	647	36	35	59	33	35	59	3	0	0
182852	RES	875	34	33	56	31	33	55	3	0	2
182853	RES	250	42	41	73	40	42	74	3	-1	-1
182866	RES	717	38	37	60	35	37	59	3	0	1
182873	RES	387	40	39	63	37	39	63	3	0	0
182874	RES	725	36	34	60	33	35	60	3	0	0
182876	RES	756	36	35	60	33	35	59	3	0	1
182878	RES	333	40	39	64	37	39	64	3	0	0
182885	RES	401	38	37	63	35	37	62	3	0	1
182895	RES	413	38	37	62	35	37	62	3	0	1
182896	RES	765	36	35	60	33	35	58	3	0	2
182900	RES	417	39	38	62	36	38	61	3	0	1
182905	RES	250	42	41	73	39	41	74	3	-1	-1
182906	RES	880	33	32	56	30	32	55	3	0	1
182910	RES	797	34	33	57	31	33	56	3	0	1
182914	RES	270	40	39	65	37	38	64	3	0	1
182915	RES	852	34	33	57	32	33	56	3	0	1
182917	RES	453	39	38	63	36	38	62	3	0	0
182918	RES	801	35	34	58	32	34	56	3	0	2
182919	RES	782	35	33	58	32	34	57	3	0	1
182920	RES	543	38	37	61	35	37	61	3	0	1
182922	RES	279	40	39	65	37	39	65	3	0	0
182932	RES	824	35	34	58	32	34	56	3	0	2
182935	RES	395	39	38	63	36	38	63	3	0	0
182936	RES	843	35	34	57	32	34	56	3	0	1
182945	RES	885	32	31	55	29	31	55	3	0	1
182946	RES	491	39	38	63	36	38	63	3	0	0
182955	RES	546	38	37	62	35	37	61	3	0	0
182956	RES	597	37	35	61	34	36	61	3	0	0
182968	RES	589	36	35	60	33	35	60	3	0	0
182986	RES	877	35	34	59	32	34	56	3	0	3
182995	RES	611	37	35	61	33	35	58	3	0	3
183001	RES	555	38	37	62	36	38	61	3	0	1
183009	RES	655	37	36	61	34	36	61	3	0	1
183021	RES	692	35	34	59	32	34	59	3	0	1
183026	RES	682	37	35	60	34	36	60	3	0	0
183040	RES	556	38	37	61	36	37	60	3	0	0
183041	RES	707	36	35	59	33	35	59	3	0	1
183042	RES	744	35	34	59	33	35	58	3	0	0
183044	RES	729	36	34	59	33	35	58	3	0	1
183057	OED	209	54	53	82	51	53	82	3	0	0
183065	RES	780	35	34	59	33	35	58	3	0	1
183097	RES	906	34	33	57	31	33	57	3	0	0
183111	RES	862	35	34	57	32	34	57	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
183112	RES	754	35	34	59	32	34	59	3	0	0
183128	RES	806	35	34	59	32	34	59	3	0	0
183130	RES	888	34	33	57	31	33	56	3	0	1
183151	RES	823	33	32	57	30	32	55	3	0	3
183158	RES	906	32	31	55	29	31	53	3	0	2

Table D2: Culcairn Yard clearances, Henty Yard clearances and Yerong Creek Yard clearances

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
1000504	RES	205	54	54	81	52	54	81	3	0	0
1000891	RES	132	54	54	83	52	54	83	2	0	0
1000894	RES	512	51	50	75	48	50	75	3	0	0
198690	RES	408	43	42	68	40	42	68	3	0	0
198694	RES	386	43	42	70	39	41	70	3	0	0
198696	RES	365	42	41	69	39	41	69	3	0	0
198702	RES	323	45	44	71	42	44	71	3	0	0
198708	RES	352	45	44	73	42	44	73	3	0	0
198713	RES	279	46	45	72	42	44	72	3	0	0
198724	RES	231	49	48	75	46	48	75	3	0	0
198734	RES	456	43	42	67	40	41	67	3	0	0
198736	RES	178	52	51	78	48	50	78	3	0	0
198749	RES	53	65	64	91	62	64	91	3	0	0
198752	RES	141	58	57	84	55	57	84	3	0	0
198754	RES	287	47	46	72	44	46	73	3	0	0
198776	RES	52	64	63	90	61	63	90	3	0	0
198780	RES	121	62	61	88	59	61	88	3	0	0
198781	RES	383	42	41	71	39	41	72	3	0	0
198782	RES	405	44	43	73	40	42	73	3	0	0
198783	RES	430	43	42	68	40	42	69	3	0	0
198784	RES	474	41	40	66	37	39	66	3	0	0
198785	RES	456	41	40	66	38	40	66	3	0	0
198788	RES	514	41	40	66	38	40	66	3	0	0
198789	RES	111	56	55	82	52	54	81	3	0	0
198790	RES	520	43	42	71	40	42	72	3	0	0
198792	RES	498	41	40	66	38	40	67	3	0	0
198793	RES	37	66	65	92	63	65	93	3	0	0
198794	RES	576	40	39	65	37	39	65	3	0	0
198795	RES	350	45	44	72	42	44	72	3	0	0
198797	RES	143	49	48	75	45	48	75	3	0	-1
198800	RES	178	48	47	73	45	46	73	3	0	0
198801	RES	158	49	48	74	45	47	75	3	0	-1
198803	RES	192	46	45	72	43	45	72	3	0	0
198804	RES	329	45	44	72	42	44	72	3	0	0
198806	RES	290	48	47	74	45	47	74	3	0	0
198809	RES	308	46	45	72	42	44	72	3	0	0
198810	RES	98	56	55	82	53	55	83	3	0	0
198812	RES	226	46	45	72	43	45	72	3	0	0
198815	RES	570	43	42	68	40	42	68	3	0	-1
198816	RES	38	66	65	92	63	65	92	3	0	0
198817	RES	234	46	45	71	43	45	71	3	0	0
198819	RES	97	62	61	88	59	61	88	3	0	0
198821	RES	213	46	45	71	42	44	71	3	0	0
198822	RES	273	44	43	70	41	43	70	3	0	0
198824	RES	246	44	43	70	41	43	70	3	0	-1
198825	RES	177	53	52	79	50	52	80	3	0	-1
198827	RES	200	51	50	76	47	50	77	3	-1	0
198831	RES	573	42	41	67	39	41	67	3	0	0
198837	RES	416	43	42	72	40	42	72	3	0	0
198838	RES	40	66	66	93	63	65	93	3	0	0
198840	OOP	354	44	43	69	40	42	69	3	0	0
198843	RES	352	46	45	72	43	45	72	3	0	0
198844	RES	95	57	56	83	54	56	84	3	0	-1
198847	OOP	375	42	41	68	39	41	68	3	0	0
198848	RES	564	43	42	67	40	42	67	3	0	0
198852	OOA	442	41	40	66	38	40	67	3	0	0
198853	RES	361	46	45	72	43	45	72	3	0	-1
198860	RES	295	47	46	72	44	46	73	3	0	-1
198863	RES	428	43	42	73	40	42	73	3	0	0
198866	RES	92	59	58	85	57	59	87	2	-1	-2
198867	RES	561	43	42	67	40	42	68	3	0	-1
198868	RES	347	44	43	76	40	42	76	3	0	0
198869	RES	224	52	51	78	49	51	79	3	0	-1
198870	RES	137	54	53	80	53	55	83	2	-1	-3
198873	RES	114	55	54	81	53	55	83	2	-1	-2
198875	RES	256	45	44	70	42	44	70	3	0	0
198876	RES	532	42	41	71	38	40	71	3	0	0
198877	RES	193	47	46	73	45	46	75	2	0	-2
198878	RES	305	45	44	75	41	43	75	3	0	0
198879	RES	183	45	44	72	42	44	72	3	0	0
198880	OOP	327	43	42	68	40	42	69	3	0	-1
198883	RES	559	43	42	66	40	42	66	3	0	0
198884	RES	154	53	52	79	51	53	81	2	-1	-2
198886	RES	236	47	46	72	44	47	74	3	-1	-2
198887	RES	215	48	47	74	47	49	77	2	-1	-3
198890	RES	227	50	50	76	47	49	77	3	0	0
198892	OOP	362	44	43	69	41	44	71	2	-1	-2
198895	OOA	412	45	44	70	42	45	72	2	-1	-2
198898	RES	179	52	51	78	50	52	80	2	0	-2
198904	RES	557	42	41	66	39	41	66	3	0	0
198905	RES	357	44	43	70	40	42	70	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
198909	RES	190	52	51	77	49	51	78	3	-1	-1
198912	RES	309	44	43	73	41	43	73	3	0	0
198913	OOA	460	44	43	69	42	43	71	2	0	-2
198915	RES	238	47	46	78	44	45	78	3	0	0
198916	RES	372	44	43	76	40	42	76	3	0	0
198918	RES	105	53	52	79	50	52	81	2	0	-2
198919	RES	129	49	48	75	47	48	76	2	0	-2
198920	RES	171	51	50	76	47	49	77	3	0	0
198922	RES	146	49	48	75	46	49	75	3	0	0
198924	RES	245	46	45	79	43	45	79	3	0	0
198925	RES	544	43	42	67	40	42	68	3	0	-1
198926	RES	209	47	46	72	44	47	74	3	-1	-2
198927	RES	374	43	42	70	40	42	70	3	0	0
198928	RES	163	47	46	72	43	46	73	3	0	0
198929	RES	186	47	46	73	44	46	74	3	0	-1
198931	RES	226	47	46	72	44	46	73	3	0	-1
198932	RES	309	45	44	71	42	44	71	3	0	0
198933	RES	636	41	40	65	37	39	65	3	0	0
198936	OOP	44	68	67	93	65	67	95	3	0	-2
198937	RES	323	46	45	76	42	44	76	3	0	0
198940	RES	186	49	48	83	47	49	83	3	-1	0
198942	RES	236	47	46	77	44	46	77	3	0	0
198944	RES	243	44	43	70	41	44	70	3	0	-1
198946	RES	452	42	41	68	39	41	68	3	0	0
198949	RES	287	45	44	70	42	44	71	3	0	0
198950	RES	374	44	43	73	41	43	73	3	0	0
198953	RES	327	45	44	74	42	44	74	3	0	0
198956	RES	333	42	41	68	39	41	68	3	0	0
198958	RES	353	41	40	66	38	40	67	3	0	0
198960	RES	372	41	40	66	38	40	66	3	0	0
198961	RES	392	42	41	67	39	41	67	3	0	0
198962	RES	239	46	45	73	43	45	73	3	0	0
198965	RES	435	41	40	66	38	40	66	3	0	0
198967	RES	378	45	44	73	42	44	73	3	0	0
198968	RES	327	45	44	75	42	44	75	3	0	0
198969	RES	411	42	41	67	39	41	67	3	0	0
198974	RES	251	43	42	73	40	42	73	3	0	0
198975	RES	193	50	49	83	47	49	83	3	0	0
198979	RES	74	63	62	89	60	62	90	3	0	-1
198982	RES	132	54	53	80	51	53	81	3	0	0
198983	RES	522	43	42	69	40	42	69	3	0	0
198988	RES	549	42	41	66	38	40	66	3	0	0
198992	RES	94	58	57	84	54	56	83	3	0	0
198995	RES	247	49	48	85	46	48	85	3	0	0
198997	RES	114	56	55	82	53	55	82	3	0	0
198999	RES	301	45	44	73	42	44	73	3	0	0
199000	RES	182	55	54	87	52	54	87	3	0	0
199002	RES	445	42	41	67	39	41	67	3	0	0
199003	RES	469	46	45	70	42	44	71	3	0	0
199007	RES	147	54	53	80	51	52	80	3	0	-1
199009	RES	166	46	45	71	43	44	72	3	0	0
199010	RES	656	40	39	64	37	39	64	3	0	0
199012	RES	605	41	40	70	38	40	70	3	0	0
199015	RES	438	45	44	71	42	44	71	3	0	0
199017	RES	333	42	41	67	39	41	67	3	0	0
199020	RES	420	45	44	70	42	44	71	3	0	0
199022	RES	401	47	46	72	44	45	73	3	0	0
199023	RES	201	50	49	76	47	49	76	3	0	0
199030	RES	270	48	47	74	45	47	74	3	1	0
199031	RES	194	56	55	81	52	54	82	3	0	0
199032	RES	384	47	47	72	44	46	72	3	0	0
199034	RES	345	46	45	71	43	45	71	3	1	0
199037	RES	333	45	44	70	42	44	70	3	1	-1
199038	RES	318	44	43	69	40	42	69	3	0	0
199039	RES	396	43	42	69	40	42	69	3	0	0
199040	RES	303	46	45	71	43	45	72	3	0	-1
199041	RES	291	46	45	74	43	45	74	3	0	0
199043	RES	103	56	55	82	53	55	82	3	0	0
199044	RES	443	43	42	70	40	42	70	3	0	0
199046	RES	526	46	45	72	43	44	72	3	0	0
199048	RES	479	48	47	74	45	47	74	3	0	0
199049	RES	644	40	39	64	37	39	64	3	0	0
199050	RES	271	48	47	74	45	47	74	3	0	0
199054	RES	248	49	48	77	46	48	78	3	0	0
199055	RES	175	51	50	77	48	50	77	3	0	0
199057	RES	120	49	47	74	45	47	74	3	0	0
199059	RES	194	45	44	71	42	44	71	3	0	0
199060	RES	202	49	48	78	45	48	78	3	0	0
199062	RES	68	64	63	90	61	63	90	3	0	0
199064	RES	192	53	52	85	50	51	85	3	0	0
199065	RES	575	43	42	68	39	41	68	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
199066	RES	268	48	48	74	45	47	74	3	0	0
199069	RES	165	53	52	87	50	52	87	3	0	0
199070	RES	149	58	57	91	55	57	91	3	0	0
199072	RES	609	42	41	67	38	40	67	3	0	0
199074	RES	207	45	44	70	42	44	71	3	0	0
199076	RES	339	48	47	75	44	46	76	3	0	0
199077	RES	637	41	40	65	37	39	65	3	0	0
199079	RES	312	48	47	75	44	46	75	3	1	0
199080	RES	117	53	52	79	49	51	79	3	0	-1
199081	RES	140	48	47	74	45	47	75	3	0	-1
199083	RES	294	47	46	74	44	46	74	3	0	0
199085	RES	198	46	45	71	43	45	72	3	0	0
199086	RES	393	49	48	75	46	48	75	3	0	0
199089	RES	491	44	43	68	41	43	68	3	0	0
199091	RES	241	47	46	78	44	46	78	3	0	0
199095	RES	216	51	50	85	48	50	85	3	0	0
199103	RES	187	54	53	87	51	53	87	3	0	0
199105	OED	540	42	41	67	39	41	67	3	0	0
199111	RES	488	43	42	68	40	42	68	3	0	0
199112	OED	573	41	40	66	38	40	66	3	0	0
199115	RES	202	48	47	74	45	47	74	3	0	0
199118	RES	149	57	56	90	54	56	90	3	0	0
199119	OED	341	45	44	74	42	44	74	3	0	0
199120	RES	118	59	58	90	56	58	90	3	0	0
199122	RES	263	50	49	76	47	49	77	3	0	0
199126	OED	353	45	44	71	42	44	71	3	0	0
199127	RES	597	42	41	67	39	41	66	3	0	0
199128	RES	489	44	43	68	41	43	69	3	0	0
199131	RES	618	42	41	67	39	41	67	3	0	0
199132	OED	417	42	41	67	38	40	67	3	0	0
199135	RES	200	52	51	83	49	51	83	3	0	0
199139	OED	554	39	38	63	35	38	63	3	0	0
199144	OED	538	42	41	67	39	41	67	3	0	0
199146	RES	477	44	43	68	41	43	68	3	0	0
199156	RES	138	55	54	88	51	53	88	4	1	0
199161	RES	195	51	50	80	48	50	80	3	0	0
199166	RES	470	46	45	70	42	44	70	3	0	0
199168	RES	612	44	43	69	40	42	69	3	0	0
199171	RES	237	53	52	79	50	52	79	3	0	0
199173	RES	71	66	65	94	62	64	94	4	1	0
199174	RES	136	57	56	89	54	56	89	3	0	0
199175	RES	199	51	50	78	48	50	78	3	0	0
199177	RES	307	46	45	72	42	45	71	3	0	0
199179	RES	258	52	51	78	49	51	78	3	0	0
199180	RES	331	45	44	71	42	44	71	3	0	0
199182	RES	289	45	44	71	42	44	71	3	0	0
199185	RES	128	57	56	87	54	56	87	3	0	0
199188	OED	562	44	43	69	40	43	69	3	0	1
199189	RES	189	50	49	79	47	49	79	3	0	0
199190	RES	367	45	44	71	42	44	71	3	0	0
199191	RES	466	46	45	71	42	44	70	3	0	0
199192	RES	250	55	54	81	52	54	81	3	0	0
199193	RES	408	46	45	72	43	45	72	3	0	0
199194	RES	71	66	65	97	62	64	97	3	0	0
199202	RES	141	56	55	87	52	54	87	3	0	0
199208	RES	190	51	50	79	47	50	79	3	0	0
199209	RES	473	41	40	66	38	40	66	3	0	0
199215	RES	71	66	65	97	63	65	97	3	0	0
199216	RES	243	56	55	82	53	55	82	3	1	0
199218	RES	139	54	53	79	50	52	80	3	0	0
199219	RES	199	49	48	78	46	48	78	3	0	0
199220	RES	455	44	44	70	41	43	70	3	0	0
199221	RES	274	48	47	74	45	47	74	3	0	0
199228	RES	136	54	53	80	51	53	80	3	0	0
199231	RES	188	52	51	77	48	50	77	3	0	0
199603	RES	472	51	50	76	48	50	76	3	0	0
199605	RES	435	50	49	79	48	50	79	2	0	0
199609	RES	353	52	52	78	50	52	78	3	0	0
199611	RES	320	54	53	82	52	54	82	2	0	0
199616	RES	102	61	61	89	59	61	89	3	0	0
199617	RES	256	55	54	84	53	55	84	3	0	0
199618	RES	218	57	56	85	54	56	85	3	0	0
199619	RES	137	57	56	83	54	56	83	3	0	0
199621	RES	116	59	58	90	56	58	90	3	0	0
199628	RES	94	62	61	91	59	61	91	3	0	0
199635	RES	354	51	51	76	49	51	76	3	0	0
199638	RES	465	51	50	73	48	50	73	3	0	0
199639	RES	250	54	53	79	51	53	79	3	0	0
199641	RES	549	50	49	73	48	49	73	3	0	0
199651	RES	285	53	52	79	50	52	80	3	0	-1
199653	RES	414	52	51	75	49	51	75	2	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
199655	RES	86	63	62	93	60	62	93	3	0	0
199663	RES	309	52	51	83	50	52	83	3	0	0
199664	RES	339	50	50	77	48	50	77	3	0	0
199666	RES	314	51	50	77	49	51	77	2	0	-1
199669	RES	293	53	52	79	50	52	79	2	0	0
199670	RES	251	52	51	79	50	52	79	2	0	0
199673	RES	234	54	53	84	51	53	84	3	0	0
199674	RES	203	56	55	85	53	55	85	3	0	0
199675	OHO	171	58	57	86	55	57	86	2	0	0
199676	OOA	676	50	49	71	47	49	71	3	0	0
199677	OOA	622	50	49	73	47	49	73	3	0	0
199681	RES	472	51	50	78	48	50	78	3	0	0
199682	OOA	633	49	49	70	47	49	70	3	0	0
199683	RES	401	52	51	76	49	51	76	3	0	0
199685	RES	321	52	52	81	50	52	81	2	0	0
199686	RES	354	49	49	77	47	49	77	3	0	0
199691	RES	270	52	51	82	50	52	82	3	0	0
199692	RES	282	50	49	80	48	50	80	3	0	0
199695	OOA	665	50	49	71	47	49	71	3	0	0
199698	OOA	528	51	50	77	48	50	77	3	0	0
199700	RES	243	54	53	83	51	53	83	3	0	0
199702	RES	204	54	54	84	52	54	84	2	0	0
199704	RES	189	55	54	81	52	55	81	3	0	0
199705	RES	159	58	57	83	55	57	83	2	0	-1
199706	OOA	683	50	49	70	47	49	70	3	0	0
199709	RES	216	53	52	80	51	53	80	2	0	0
199715	RES	267	53	52	78	50	52	78	2	0	0
199717	RES	77	63	62	91	61	63	91	2	0	0
199719	OED	115	62	61	92	59	61	92	3	0	0
199723	OOA	700	45	44	67	43	45	67	3	0	0
199724	OOA	679	50	49	71	47	49	72	3	0	0
199725	RES	83	62	62	92	60	62	92	2	0	0
199727	OOA	680	49	48	69	46	48	69	3	0	0
199728	RES	405	52	51	77	49	51	77	2	0	0
199729	RES	197	55	55	85	53	55	85	2	0	0
199730	OOA	678	49	48	69	46	48	69	3	0	0
199733	RES	473	51	50	75	48	50	75	3	0	0
199734	RES	421	49	48	77	47	49	77	3	0	0
199735	OOA	678	49	49	70	47	49	70	3	0	0
199736	OOA	659	50	49	70	47	49	70	3	0	0
199737	RES	399	52	51	80	50	52	80	3	0	0
199740	RES	305	52	51	80	50	52	80	2	0	0
199742	RES	260	54	53	84	52	54	84	2	0	0
199745	RES	219	54	53	83	52	54	83	2	0	0
199749	RES	183	54	53	83	52	54	83	3	0	0
199750	RES	153	57	56	88	54	56	88	3	0	0
199752	RES	159	57	56	86	54	56	86	2	0	0
199753	RES	90	63	62	94	60	62	94	2	0	0
199754	RES	110	60	60	90	57	59	90	3	0	0
199768	RES	340	52	51	81	49	51	81	2	0	0
199773	RES	67	64	63	92	61	63	92	3	0	0
199774	RES	630	49	48	70	46	48	70	2	0	0
199776	RES	644	48	47	71	45	47	71	2	0	0
199778	RES	665	49	48	71	46	48	71	3	0	0
199779	RES	715	49	48	68	47	49	69	3	0	-1
199780	RES	223	54	53	84	51	53	84	3	0	0
199786	RES	201	56	55	83	53	55	83	3	0	0
199790	RES	67	63	63	89	61	63	89	3	0	0
199792	RES	760	49	48	68	47	49	69	3	0	0
199795	RES	791	48	48	68	46	48	69	3	0	-1
199798	RES	828	47	46	67	44	46	68	3	0	-1
199801	RES	61	64	63	90	61	63	90	3	0	-1
199804	RES	121	58	57	83	55	57	84	2	0	-2
318980	RES	445	47	46	73	45	47	73	3	0	0
318990	RES	231	48	47	79	45	47	79	3	0	0
318991	RES	255	52	51	78	49	51	78	3	0	0
319003	RES	139	55	54	82	53	55	82	3	0	0
319004	RES	97	61	60	87	58	60	87	3	0	0
319005	RES	184	53	52	80	50	52	80	3	0	0
319006	RES	108	61	60	88	58	60	88	3	0	0
319010	RES	132	52	51	80	49	51	79	3	0	1
319033	RES	391	47	46	75	45	47	75	3	0	0
319034	RES	265	49	48	77	46	48	77	3	0	0
319035	RES	324	49	48	74	46	48	74	3	0	0
319038	RES	252	55	54	81	52	54	81	3	0	0
319040	RES	379	47	46	76	45	46	76	3	0	0
319041	RES	290	50	49	77	47	49	77	3	0	0
319043	RES	556	46	45	72	43	45	72	3	0	0
319044	RES	172	53	52	79	50	52	79	3	0	0
319067	RES	337	49	48	75	47	49	75	3	0	0
319068	RES	325	50	49	76	47	49	76	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
319070	RES	462	45	44	74	43	45	74	3	0	0
319071	RES	442	45	44	74	43	45	74	3	0	0
319094	RES	436	47	46	73	44	46	73	3	0	0
319110	RES	215	52	51	78	50	52	78	3	0	0
319111	RES	247	50	49	77	47	49	77	3	0	0
319127	RES	252	56	55	82	53	55	82	3	0	0
319140	RES	433	48	47	74	45	47	74	3	0	0
319151	RES	331	49	48	75	46	48	75	3	0	0
319161	RES	165	50	49	78	47	49	78	3	0	0
319167	RES	76	63	63	94	61	63	94	3	0	0
319169	RES	101	60	59	86	57	59	86	3	0	0
319191	RES	437	47	46	72	44	46	72	3	0	0
319192	RES	337	49	48	75	46	48	75	3	0	0
319196	RES	271	50	49	78	47	49	78	3	0	0
319197	RES	246	50	49	76	48	50	76	3	0	0
319204	RES	568	46	45	71	43	45	71	3	0	0
319207	RES	130	53	52	85	51	53	85	3	0	0
319216	RES	618	46	45	71	43	45	71	3	0	0
319218	RES	799	43	42	69	41	43	69	3	0	0
319219	RES	199	51	50	77	49	51	77	3	0	0
319221	RES	793	42	41	67	39	41	67	3	0	0
319236	RES	165	53	52	79	50	52	79	3	0	0
319246	RES	452	46	46	72	44	46	72	3	0	0
319247	RES	149	58	57	85	56	57	85	3	0	0
319260	RES	248	49	48	78	46	48	78	3	0	0
319261	RES	449	45	44	72	42	44	72	3	0	0
319263	RES	430	48	47	73	45	47	73	3	0	0
319264	RES	222	51	50	77	48	50	77	3	0	0
319277	RES	278	51	50	77	48	50	77	3	0	0
319278	RES	309	51	50	77	48	50	77	3	0	0
319299	RES	441	47	46	73	44	46	73	3	0	0
319300	RES	310	50	49	76	47	49	76	3	0	0
319301	RES	324	50	49	76	48	50	76	3	0	0
319302	RES	357	48	47	74	45	47	74	3	0	0
319303	RES	397	47	46	73	44	46	73	3	0	0
319308	RES	760	44	43	69	41	43	69	3	0	0
319314	RES	495	47	46	73	45	47	73	3	0	0
319315	RES	451	47	46	72	44	46	72	3	0	0
319316	RES	393	49	48	75	46	48	75	3	0	0
319317	RES	286	52	51	78	49	51	78	3	0	0
319318	RES	254	53	52	79	50	52	79	3	0	0
319319	RES	186	52	51	78	49	51	78	3	0	0
319356	RES	175	52	51	84	50	51	84	3	0	0
319361	RES	390	48	46	76	45	47	76	3	0	0
319365	RES	512	46	45	71	43	45	71	3	0	0
319367	RES	147	57	56	84	55	57	84	3	0	0
319405	RES	451	45	44	72	42	44	72	3	0	0
319432	RES	340	47	46	74	44	46	74	3	0	0
319436	RES	320	47	46	77	44	46	77	3	0	0
319437	RES	388	48	47	76	45	47	76	3	0	0
319440	RES	88	62	61	89	59	61	89	3	0	0
319441	RES	99	62	61	88	59	61	88	3	0	0
319444	RES	826	41	40	66	39	41	66	3	0	0
319447	RES	233	48	47	79	46	48	79	3	0	0
319449	RES	167	56	55	82	53	55	82	3	0	0
319452	RES	315	48	46	73	45	47	73	3	0	0
319454	RES	107	62	61	88	59	61	88	3	0	0
319455	RES	125	60	59	86	57	59	86	3	0	0
319460	RES	771	43	42	68	40	42	68	3	0	0
319461	RES	197	51	50	79	48	50	79	3	0	0
319483	RES	378	47	46	75	44	47	75	3	0	0
319484	RES	351	48	47	74	45	47	74	3	0	0
319497	RES	237	53	52	79	50	52	79	3	0	0
319505	RES	315	47	46	74	44	46	74	3	0	0
319523	RES	261	54	53	80	51	53	80	3	0	0
319524	RES	148	57	56	83	54	56	83	3	0	0
319537	RES	356	50	49	76	47	49	76	3	0	0
319538	RES	89	58	57	84	55	57	84	3	0	0
319540	RES	292	50	49	76	47	49	76	3	0	0
319550	RES	695	43	43	70	41	43	70	3	0	0
319566	RES	384	48	47	74	45	47	74	3	0	0
319567	RES	464	47	46	72	44	46	72	3	0	0
319571	RES	340	50	49	76	47	49	76	3	0	0
319572	RES	557	47	46	72	44	46	72	3	0	0
319582	RES	265	55	54	81	52	54	81	3	0	0
319585	RES	290	50	49	76	48	49	76	3	0	0
319586	RES	646	43	42	70	40	42	70	3	0	0
319593	RES	84	62	61	88	59	61	88	3	0	0
319594	RES	283	50	49	77	47	49	77	3	0	0
319603	RES	455	45	44	71	42	44	71	3	0	0
319631	RES	599	46	45	71	43	45	71	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
319635	RES	501	45	44	71	42	44	71	3	0	0
319637	RES	246	52	51	78	49	51	78	3	0	0
319638	RES	176	55	54	81	52	54	81	3	0	0
319693	RES	401	48	47	74	45	47	74	3	0	0
319694	RES	80	62	61	89	59	61	89	3	0	0
319698	RES	308	51	50	76	48	50	76	3	0	0
319699	RES	143	57	56	83	54	56	83	3	0	0
319713	RES	385	48	47	74	45	47	74	3	0	0
319714	RES	381	48	47	74	45	47	74	3	0	0
319729	RES	342	48	47	74	46	48	74	3	0	0
319735	RES	472	46	44	73	43	45	73	3	0	0
319748	RES	399	49	48	74	46	48	74	3	0	0
319749	RES	248	51	50	77	48	50	77	3	0	0
319789	RES	161	53	52	79	50	52	79	3	0	0
319798	RES	372	48	47	76	45	47	76	3	0	0
319802	RES	421	48	47	74	45	47	74	3	0	0
319803	RES	449	43	42	74	40	42	74	3	0	0
319804	RES	252	48	47	74	46	48	74	3	0	0
319818	RES	111	61	60	91	58	60	91	3	0	0
319824	RES	228	52	50	78	49	51	78	3	0	0
320194	RES	175	51	50	77	48	50	78	3	0	-1
320195	RES	139	52	51	78	50	52	78	3	0	0
320209	RES	368	49	48	75	46	48	75	3	0	0
320210	RES	290	49	47	74	46	48	74	3	0	0
320213	RES	484	46	45	72	43	45	72	3	0	0
320221	RES	280	50	49	77	47	49	77	3	0	0
320235	RES	179	50	49	78	47	49	78	3	0	0
320255	RES	207	52	51	78	50	52	78	3	0	0
320263	RES	222	52	51	85	49	51	85	3	0	0
320274	RES	264	54	53	80	51	53	80	3	0	0
320277	RES	98	62	61	88	59	61	88	3	0	0
320288	RES	392	45	44	71	42	44	71	3	0	0
320290	RES	47	65	64	91	62	64	91	3	0	0
320293	RES	392	46	45	74	43	45	74	3	0	0
320294	RES	439	48	47	74	45	47	74	3	0	0
320313	RES	431	45	44	70	42	44	70	3	0	0
320324	RES	235	53	52	79	50	52	79	3	0	0
320325	RES	203	53	52	79	50	52	79	3	0	0
320342	RES	142	56	55	82	53	55	82	3	0	0
320364	RES	278	50	49	78	47	49	78	3	0	0
320375	RES	165	54	53	85	51	53	85	3	0	0
320376	RES	199	52	51	83	49	51	83	3	0	0
320377	RES	224	52	51	78	49	51	78	3	0	0
320397	RES	279	51	50	77	48	50	77	3	0	0
320401	RES	393	48	47	74	45	47	74	3	0	0
320402	RES	84	58	57	84	56	58	84	3	0	0
320403	RES	88	60	59	86	57	59	86	3	0	0
320417	RES	425	47	46	73	44	46	73	3	0	0
320427	RES	311	48	47	75	46	48	75	3	0	0
320437	RES	383	48	47	74	45	47	74	3	0	0
320440	RES	304	50	49	76	48	50	76	3	0	0
320441	RES	125	54	53	80	52	54	80	3	0	0
320442	RES	139	54	53	86	51	53	86	3	0	0
320444	RES	589	44	43	71	41	43	71	3	0	0
320450	RES	307	49	48	75	46	48	75	3	0	0
320451	RES	312	52	51	78	49	51	78	3	0	0
320466	RES	291	53	52	79	50	52	79	3	0	0
320470	RES	218	53	52	80	51	53	80	3	0	0
320471	RES	148	51	50	77	48	50	77	3	0	0
320479	RES	381	48	48	74	46	48	74	3	0	0
320483	RES	382	48	47	74	45	47	74	3	0	0
320489	RES	340	49	48	75	47	49	75	3	0	0
320491	RES	357	49	48	76	46	48	76	3	0	0
320497	RES	160	55	54	82	53	54	82	3	0	0
320506	RES	341	49	48	75	47	49	75	3	0	0
320507	RES	378	49	48	74	46	48	74	3	0	0
320514	RES	248	50	49	77	47	49	77	3	0	0
320516	RES	219	53	52	79	50	52	79	3	0	0
320518	RES	255	50	49	76	47	49	76	3	0	0
320519	RES	554	45	44	72	43	45	72	3	0	0
320530	RES	316	48	47	77	45	47	77	3	0	0
320535	RES	444	46	45	73	44	46	73	3	0	0
320536	RES	473	47	46	73	44	46	73	3	0	0
320538	RES	460	48	47	74	45	47	74	3	0	0
320549	RES	213	50	49	81	48	50	81	3	0	0
320550	RES	224	50	49	79	47	49	79	3	0	0
320565	RES	125	58	57	84	55	57	84	3	0	0
320577	RES	392	47	46	76	44	46	76	3	0	0
320578	RES	255	49	48	76	46	48	76	3	0	0
320587	RES	335	49	48	75	47	49	75	3	0	0
320609	RES	349	49	48	75	46	48	75	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
320610	RES	374	47	46	73	45	47	73	3	0	0
320611	RES	418	48	47	74	45	47	74	3	0	0
320612	RES	439	49	48	74	46	48	74	3	0	0
320613	RES	84	61	60	87	58	60	87	3	0	0
320614	RES	369	48	47	75	45	47	75	3	0	0
320615	RES	86	59	58	85	56	58	85	3	0	0
320623	RES	336	49	48	75	46	48	75	3	0	0
320628	RES	363	48	47	74	46	47	74	3	0	0
320633	OED	361	50	49	76	47	49	76	3	0	0
320660	RES	434	46	45	75	43	45	75	3	0	0
320662	RES	437	45	44	70	42	44	70	3	0	0
320664	RES	169	56	55	82	53	55	82	3	0	0
320670	RES	615	43	42	69	40	42	69	3	0	0
320671	RES	558	45	44	72	42	44	72	3	0	0
320683	RES	206	50	49	82	47	49	82	3	0	0
320714	RES	436	44	43	71	41	43	71	3	0	0
320715	RES	398	47	46	74	44	46	74	3	0	0
320735	RES	445	46	45	74	44	46	74	3	0	0
320736	RES	447	48	47	74	45	47	74	3	0	0
320764	RES	686	46	44	70	43	45	71	3	0	0
320824	RES	735	44	43	68	41	43	68	3	0	0
320846	RES	672	46	45	71	43	45	71	3	0	0
320866	RES	302	50	49	76	47	49	76	3	0	0
321306	RES	213	51	50	81	48	50	81	3	0	0
321316	RES	307	49	48	76	46	48	76	3	0	0
321317	RES	318	48	47	75	45	47	75	3	0	0
321318	RES	475	47	46	73	44	46	73	3	0	0
321319	RES	412	47	46	75	45	47	75	3	0	0
321320	RES	472	47	46	72	44	46	72	3	0	0
321337	RES	390	44	43	70	41	43	70	3	0	0
321361	RES	487	47	46	72	44	46	72	3	0	0
321373	RES	406	49	48	75	46	48	75	3	0	0
321410	RES	736	45	43	69	42	44	69	3	0	0
321411	RES	754	44	43	70	42	44	70	3	0	0
321421	RES	214	51	50	77	48	50	77	3	0	0
321427	RES	212	53	52	79	50	52	79	3	0	0
321483	RES	399	47	46	73	45	47	73	3	0	0
321485	RES	193	49	48	75	46	48	76	3	0	-1
321507	RES	450	46	45	73	43	45	73	3	0	0
321508	RES	435	45	44	73	42	44	73	3	0	0
321512	RES	274	50	49	76	47	49	76	3	0	0
321525	RES	103	61	59	88	58	60	88	3	0	0
321526	RES	107	60	59	89	57	59	89	3	0	0
321527	RES	415	46	45	74	43	45	74	3	0	0
321538	RES	460	48	47	74	45	47	74	3	0	0
321547	RES	251	47	46	79	44	46	79	3	0	0
321548	RES	419	47	46	73	44	46	73	3	0	0
321549	RES	57	64	63	91	62	64	91	3	0	0
321550	RES	118	60	59	87	57	59	87	3	0	0
321553	RES	331	48	47	77	46	48	77	3	0	0
321554	RES	400	47	46	73	44	46	73	3	0	0
321567	RES	485	46	45	71	43	45	71	3	0	0
198647	OPW	130	51	50	76	47	49	77	3	0	-1

Table D3: Uranquity Yard clearances, Pearson Street Bridge, Wagga Wagga Yard and Bomen Yard

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
1000214	RES	76	57	56	84	54	56	85	3	0	0
1000215	RES	78	58	57	85	55	57	86	3	1	0
1000216	RES	87	57	57	84	54	56	85	3	0	-1
1000217	RES	93	56	55	83	53	55	83	3	0	0
1000218	RES	106	55	54	82	52	54	82	3	0	0
1000219	RES	113	55	54	81	52	54	82	3	0	0
1000220	RES	128	53	53	80	50	52	80	3	1	0
1000221	RES	142	53	52	79	50	52	79	3	1	0
1000222	RES	155	53	52	79	50	52	79	3	0	0
1000223	RES	180	52	51	78	49	51	78	3	0	0
1000224	RES	200	52	51	77	49	51	77	3	0	0
1000225	RES	214	51	51	77	48	50	77	3	0	0
1000226	RES	249	48	47	74	45	46	74	3	0	0
1000227	RES	216	48	47	75	45	47	75	3	0	-1
1000228	RES	261	45	45	71	42	44	71	3	0	0
1000229	RES	272	45	44	70	42	44	70	3	0	0
1000230	RES	181	49	49	76	46	48	77	3	0	-1
1000231	RES	199	45	44	72	42	44	73	3	0	-2
1000232	RES	211	45	44	70	42	44	72	3	0	-2
1000234	RES	239	47	46	72	44	46	72	3	0	0
1000235	RES	260	44	43	69	41	43	69	3	0	0
1000237	RES	304	45	44	70	42	44	70	3	0	0
1000240	RES	357	46	46	72	43	45	72	3	0	0
1000254	RES	165	45	44	71	42	44	72	3	0	-2
1000255	RES	172	45	45	71	42	44	72	3	0	-1
1000256	RES	141	50	49	79	47	49	79	3	0	0
1000257	RES	117	53	52	81	50	52	81	3	0	0
1000258	RES	126	51	50	79	48	50	79	3	0	0
1000453	RES	506	46	45	71	43	45	71	3	0	0
1000481	RES	130	61	60	86	58	60	86	3	0	0
1000482	RES	130	50	49	77	47	49	78	3	0	-1
1000483	RES	88	56	55	83	53	55	84	3	0	-1
1000484	RES	88	54	53	83	51	53	84	3	0	-1
201358	RES	1559	34	33	58	31	33	58	3	0	0
207178	RES	986	37	36	62	34	36	62	3	0	0
207230	RES	986	36	36	61	33	35	61	3	1	0
207287	RES	977	36	36	61	33	35	63	3	0	-2
207440	RES	999	31	31	55	28	30	55	3	1	0
207462	RES	962	34	34	59	31	33	61	3	0	-2
207481	RES	979	37	37	62	34	36	63	3	0	0
207482	RES	993	34	34	59	31	33	60	3	0	-1
207536	RES	986	34	33	58	31	33	60	3	0	-3
207544	RES	940	35	34	59	32	34	59	3	0	0
207568	RES	997	34	34	59	31	33	62	3	0	-3
207593	RES	948	36	36	61	33	35	61	3	0	0
207619	RES	927	36	35	60	33	35	63	3	0	-2
207666	RES	965	33	33	58	30	32	60	3	0	-2
207678	RES	925	36	35	60	33	35	62	3	0	-3
207680	RES	956	38	38	63	35	37	63	3	0	0
207682	RES	1000	32	31	54	29	31	58	3	0	-4
207685	RES	955	33	32	57	30	32	57	3	0	0
207702	RES	983	32	31	56	29	31	56	3	0	-1
207719	RES	980	35	35	60	32	34	61	3	0	-1
207724	RES	903	36	35	61	33	35	61	3	0	0
207759	RES	951	33	33	57	30	32	58	3	0	-2
207777	RES	880	36	35	62	33	34	63	3	0	-1
207795	RES	984	32	31	57	28	30	59	3	0	-2
207796	RES	977	32	31	56	29	31	56	3	0	0
207800	RES	938	38	37	63	35	37	63	3	0	0
207810	RES	961	37	36	62	34	36	62	3	0	0
207839	RES	947	34	33	58	31	33	58	3	0	0
207852	RES	936	34	33	58	31	33	58	3	0	0
207863	RES	971	36	35	61	33	35	61	3	0	0
207870	RES	964	37	37	62	34	36	62	3	0	0
207889	RES	949	39	38	64	35	37	64	3	0	0
207924	RES	912	40	39	65	37	39	65	3	0	0
207928	RES	929	38	38	63	35	37	63	3	0	0
207942	RES	917	38	37	63	35	37	63	3	0	0
208095	RES	940	34	33	59	30	32	61	3	1	-2
208136	RES	1000	32	31	56	29	31	58	3	0	-2
208160	RES	909	38	37	63	35	37	63	3	0	0
208170	RES	984	32	31	55	29	31	58	3	0	-2
208171	RES	990	33	32	56	30	32	59	3	0	-3
208173	RES	979	33	32	56	30	32	58	3	0	-1
208174	RES	926	34	33	58	31	33	61	3	0	-3
208212	RES	940	34	33	58	31	33	60	3	0	-2
208220	RES	966	33	33	57	30	32	58	3	0	-1
208223	RES	960	33	32	57	30	32	58	3	0	-1
208235	RES	942	34	34	58	31	33	60	3	0	-2
208239	RES	950	34	33	58	31	33	58	3	0	0
208243	RES	873	40	40	65	37	39	65	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
208250	RES	912	33	33	58	30	32	60	3	0	-2
208253	RES	892	40	39	65	37	39	65	3	0	0
208259	RES	870	40	40	65	37	39	65	3	0	0
208268	RES	858	40	39	65	37	39	65	3	0	0
208276	RES	930	35	35	59	32	34	61	3	0	-1
208283	RES	802	41	40	66	38	40	66	3	0	0
208284	RES	789	43	43	69	40	42	69	3	0	0
208286	RES	798	42	42	68	39	41	67	3	0	0
208290	RES	787	44	43	69	41	43	69	3	0	0
208294	RES	814	38	37	63	35	37	66	3	0	-2
208295	RES	807	39	38	63	36	38	65	3	0	-2
208296	RES	827	37	36	62	34	36	64	3	0	-2
208300	RES	826	38	37	62	35	37	62	3	0	0
208309	RES	833	39	38	64	36	38	64	3	0	0
208326	RES	901	35	35	61	32	34	61	3	0	0
208345	RES	882	40	39	64	37	39	64	3	0	0
208372	RES	970	31	30	56	28	30	55	3	1	1
208398	RES	954	31	30	54	28	30	54	3	0	0
208402	RES	893	35	34	60	32	34	61	3	1	-1
208406	RES	945	31	31	55	28	30	55	3	0	0
208409	RES	949	31	30	55	28	30	55	3	0	0
208427	RES	865	39	38	64	36	38	64	3	0	0
208441	RES	930	32	32	56	29	31	56	3	0	-1
208451	RES	925	33	32	56	29	32	58	3	0	-2
208471	RES	915	33	32	57	30	32	57	3	0	0
208488	RES	874	35	35	60	32	34	61	3	0	-2
208489	RES	908	33	32	56	30	32	57	3	0	-1
208495	RES	893	37	37	62	34	36	62	3	0	0
208504	RES	907	36	35	60	33	35	61	3	0	-1
208521	RES	829	38	37	63	35	37	63	3	0	0
208563	RES	845	39	38	64	36	38	64	3	0	0
208577	RES	806	41	40	66	38	40	66	3	0	0
208580	RES	870	37	36	62	34	36	62	3	0	0
208583	RES	809	40	40	66	37	39	66	3	0	0
208589	RES	754	37	37	63	34	36	63	3	0	0
208595	RES	764	36	36	62	33	35	65	3	0	-3
208602	RES	737	45	44	70	42	44	70	3	0	0
208603	RES	877	37	36	62	34	36	62	3	0	0
208608	RES	781	37	37	62	34	36	63	3	0	-2
208609	RES	770	35	35	61	32	34	64	3	0	-3
208612	RES	774	37	36	61	34	36	64	3	0	-2
208615	RES	739	41	41	67	38	40	67	3	0	0
208634	RES	809	38	37	63	34	36	64	3	0	-1
208655	RES	894	40	39	65	37	39	65	3	1	0
208659	RES	831	39	39	64	36	38	64	3	0	0
208669	RES	912	38	38	63	35	37	63	3	0	0
208678	RES	847	35	34	61	32	34	61	3	0	0
208681	RES	906	36	35	60	33	35	60	3	0	0
208690	RES	897	40	39	65	36	38	65	3	1	0
208708	RES	862	37	37	62	34	36	62	3	0	0
208724	RES	884	39	38	64	36	38	64	3	1	0
208727	RES	799	38	37	63	35	37	63	3	0	0
208745	RES	875	39	38	64	36	38	64	3	0	0
208761	RES	756	37	37	62	34	36	65	3	0	-3
208766	RES	836	37	36	61	34	36	61	3	0	0
208767	RES	858	38	38	63	35	37	63	3	0	0
208775	RES	815	38	38	63	35	37	63	3	0	0
208795	RES	783	40	40	65	37	39	66	3	0	0
208804	RES	848	38	38	62	35	37	63	3	0	0
208807	RES	724	37	37	62	34	36	64	3	1	-2
208817	RES	714	39	39	64	36	38	64	3	0	0
208838	RES	781	37	36	61	34	36	62	3	0	-1
208845	RES	727	37	37	62	34	36	64	3	0	-2
208850	RES	821	38	37	62	34	36	62	3	0	0
208865	RES	798	40	39	65	37	39	65	3	0	0
208870	RES	738	36	36	61	33	35	63	3	0	-2
208882	RES	758	41	40	66	38	40	66	3	0	0
208910	RES	706	44	43	69	41	43	69	3	0	0
208913	RES	810	37	37	62	34	36	62	3	0	0
208914	RES	765	37	36	61	34	36	63	3	0	-1
208935	RES	860	36	35	61	32	34	62	3	0	-1
208940	RES	780	40	39	64	37	39	64	3	0	0
208943	RES	727	36	36	61	33	35	63	3	0	-3
208949	RES	709	38	37	63	35	37	65	3	0	-3
208972	RES	738	41	41	66	38	40	66	3	0	0
208974	RES	852	37	36	61	34	36	62	3	0	-1
208984	RES	835	35	35	59	32	34	59	3	0	0
208987	RES	849	37	36	62	34	36	62	3	1	0
209010	RES	797	37	36	62	34	36	62	3	0	0
209012	RES	829	36	36	61	33	35	62	3	0	0
209020	RES	676	44	43	69	41	43	69	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
209023	RES	813	38	37	63	35	37	64	3	0	0
209041	RES	743	39	39	64	36	38	66	3	0	-1
209059	RES	771	38	38	63	35	37	63	3	0	0
209071	RES	702	39	38	64	36	38	64	3	0	0
209075	RES	696	40	39	65	36	39	65	3	0	0
209090	RES	719	42	41	67	39	41	67	3	0	0
209094	RES	788	36	36	61	33	35	61	3	0	0
209132	RES	798	39	39	64	36	39	65	3	0	0
209141	RES	656	45	45	71	42	44	71	3	0	0
209162	RES	774	38	37	63	35	37	63	3	0	0
209204	RES	741	37	36	63	34	36	64	3	1	-1
209228	RES	713	38	37	62	35	37	63	3	0	0
209230	RES	699	40	39	65	37	39	65	3	0	0
209237	RES	725	39	39	64	36	38	64	3	0	0
209281	RES	794	44	44	70	41	43	70	3	0	0
209305	RES	793	43	43	68	40	42	68	3	0	0
209314	RES	777	43	43	68	40	42	69	3	0	0
209327	RES	681	39	39	65	36	38	67	3	0	-2
209335	RES	623	45	45	71	42	44	71	3	0	0
209338	RES	767	44	43	69	41	43	69	3	0	0
209339	RES	673	39	38	64	36	38	66	3	0	-2
209342	RES	730	36	35	62	33	35	62	3	0	0
209345	RES	653	38	37	63	34	37	64	3	0	-1
209365	RES	758	44	43	69	41	43	69	3	0	0
209371	RES	643	37	36	62	34	36	63	3	0	-1
209381	RES	737	45	44	70	42	44	70	3	0	0
209383	RES	719	44	44	69	41	43	69	3	0	0
209397	RES	742	44	43	69	41	43	69	3	0	0
209414	RES	629	38	37	64	35	37	67	3	0	-3
209423	RES	624	42	42	68	39	41	68	3	0	0
209425	RES	729	44	44	69	41	43	69	3	0	0
209455	RES	708	44	43	69	41	43	69	3	0	0
209458	RES	705	45	44	70	42	44	70	3	0	0
209465	RES	705	45	44	70	42	44	71	3	0	0
209477	RES	682	45	44	70	42	44	70	3	0	0
209508	RES	667	45	44	70	42	44	70	3	0	0
209522	RES	671	46	45	71	43	44	71	3	0	0
209552	RES	656	45	45	70	42	44	71	3	0	0
209562	RES	643	45	45	71	42	44	71	3	0	0
209595	RES	625	46	45	71	43	45	71	3	0	0
209636	RES	611	46	45	71	43	45	71	3	0	0
209640	RES	598	46	45	71	43	45	71	3	0	0
209646	RES	600	46	45	71	43	45	71	3	0	0
209672	RES	576	47	46	72	44	46	72	3	0	0
209681	RES	582	46	45	71	43	45	71	3	0	0
209797	OED	638	44	43	69	41	43	69	3	0	0
210176	RES	437	47	46	72	44	46	72	3	0	0
210328	RES	410	47	46	72	44	46	72	3	0	0
210372	RES	400	48	48	74	45	47	74	3	0	0
210485	RES	347	46	45	71	43	45	71	3	0	0
210544	RES	341	50	49	75	47	49	75	3	0	0
210584	RES	389	47	47	73	44	46	73	3	0	0
210804	RES	340	49	48	74	46	48	74	3	0	0
210837	RES	287	51	50	76	48	50	76	3	0	0
210870	RES	332	49	48	74	46	48	74	3	0	0
210915	RES	986	34	33	56	30	32	56	3	0	0
210926	RES	303	48	47	73	45	47	73	3	0	0
210932	RES	976	34	33	57	31	33	57	3	0	0
210965	RES	971	34	33	57	30	32	57	3	0	0
210980	RES	960	34	34	57	31	33	58	3	0	0
211210	RES	911	34	33	57	31	33	58	3	0	-1
211215	RES	915	34	34	57	31	33	57	3	0	0
211225	RES	911	34	33	57	31	33	57	3	0	0
211230	RES	224	51	50	77	48	50	77	3	1	0
211245	RES	912	34	34	58	31	33	58	3	0	0
211258	RES	909	35	34	57	32	33	57	3	0	0
211285	RES	217	50	49	76	47	49	76	3	0	0
211372	OOP	814	44	43	67	41	43	68	3	0	0
211407	RES	827	40	39	65	37	39	65	3	0	1
211462	RES	798	45	44	69	42	44	69	3	0	0
211492	RES	836	39	38	63	35	37	63	3	1	0
211503	RES	193	52	51	77	49	51	77	3	0	0
211522	RES	850	34	33	58	31	33	59	3	0	-1
211541	RES	851	34	33	57	31	33	57	3	0	0
211566	RES	848	34	33	57	31	33	58	3	0	0
211569	RES	853	35	34	58	32	34	58	3	0	0
211576	RES	846	36	35	58	33	35	59	3	0	-1
211590	RES	845	34	34	57	31	33	59	3	0	-2
211599	OOP	787	46	45	70	43	45	70	3	0	0
211631	RES	831	36	35	59	33	35	59	3	0	0
211718	RES	830	37	36	61	34	36	61	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
211729	RES	803	34	34	57	31	33	57	3	0	0
211786	RES	803	36	35	60	33	35	60	3	0	0
211827	RES	780	35	34	57	32	33	60	3	0	-3
211876	RES	787	34	33	58	31	33	61	3	0	-3
211917	RES	779	37	36	61	34	36	62	3	0	-1
211928	RES	763	37	36	59	34	36	60	3	0	0
211937	RES	782	36	36	60	33	35	62	3	0	-3
211945	RES	785	36	35	59	33	35	62	3	0	-3
211949	RES	778	37	36	60	34	36	63	3	0	-3
211950	RES	772	37	36	60	34	36	62	3	0	-2
211967	RES	783	37	36	60	34	36	63	3	0	-3
211983	OED	723	48	47	72	44	46	72	3	0	0
211994	RES	779	37	36	60	34	36	63	3	0	-3
212034	RES	746	40	39	61	37	39	61	3	0	0
212117	RES	727	41	40	63	37	39	63	3	0	0
212131	RES	741	38	37	62	35	37	62	3	0	0
212194	RES	727	38	37	62	34	36	62	3	0	0
212201	RES	711	45	44	68	41	43	68	3	0	0
212203	RES	720	37	36	59	33	35	59	3	0	0
212221	RES	716	38	38	62	35	37	62	3	0	0
212237	RES	730	39	38	63	36	38	66	3	0	-3
212256	RES	708	41	40	64	38	39	64	3	0	0
212264	RES	720	38	37	60	35	37	60	3	0	0
212265	RES	722	37	36	60	33	35	60	3	0	0
212272	RES	692	40	39	64	37	39	66	3	0	-2
212330	RES	689	45	44	69	42	44	69	3	0	0
212340	OED	662	49	48	73	46	48	73	3	0	0
212379	RES	661	49	48	72	45	47	72	3	0	0
212405	RES	674	48	47	71	44	46	71	3	0	0
212441	RES	666	49	48	72	45	47	72	3	0	0
212447	RES	679	42	41	64	38	40	64	3	0	0
212458	RES	663	41	40	66	38	40	68	3	0	-2
212460	OED	631	46	46	70	43	45	70	3	0	0
212465	RES	670	41	41	65	39	40	68	3	0	-2
212467	RES	665	41	40	65	38	40	67	3	0	-2
212509	RES	664	42	41	66	39	41	68	3	0	-2
212594	OED	596	49	48	73	46	48	73	3	0	0
212625	RES	623	49	48	73	46	47	73	3	0	0
212643	OED	594	47	46	71	44	46	71	3	0	0
212690	RES	622	44	43	65	41	43	66	3	0	0
212694	RES	616	42	41	65	39	41	65	3	0	0
212710	RES	612	42	41	63	38	40	63	3	0	0
212750	RES	608	41	40	64	37	39	65	3	0	0
212753	RES	597	49	48	73	46	47	73	3	0	0
212754	RES	612	40	39	61	37	39	63	3	0	-2
212777	RES	608	44	43	66	40	42	66	3	0	0
212780	RES	612	41	41	63	38	40	63	3	0	0
212783	RES	607	42	41	63	39	41	63	3	0	0
212820	OED	555	48	47	72	44	46	72	3	0	0
212960	OED	562	40	39	62	37	39	62	3	0	0
213029	OED	483	48	47	71	44	46	71	3	0	0
213048	OED	471	49	48	73	46	48	73	3	0	0
213089	OED	489	41	40	64	37	39	66	3	0	-3
213121	OED	442	49	48	73	46	48	73	3	0	0
213166	OED	507	45	44	67	41	43	67	3	0	0
213243	OED	461	47	46	70	44	46	70	3	0	0
213278	OED	474	44	43	67	41	43	69	3	0	-2
213366	OED	413	49	48	73	46	48	73	3	0	0
213414	RES	321	44	43	68	41	43	69	3	0	-1
213423	RES	321	43	42	67	40	42	67	3	0	0
213431	OED	397	50	49	74	46	48	73	3	0	0
213452	RES	322	44	43	68	41	43	67	3	0	0
213458	RES	313	45	44	68	42	44	68	3	0	0
213467	RES	330	44	43	68	41	43	68	3	0	0
213489	OED	401	49	48	72	46	48	72	3	0	0
213505	RES	319	44	43	69	41	43	69	3	0	0
213519	RES	305	45	44	70	42	44	71	3	0	-1
213533	RES	320	43	42	67	40	42	66	3	0	0
213539	RES	321	44	43	67	41	43	67	3	0	0
213570	RES	324	42	41	66	39	41	66	3	0	0
213609	RES	281	43	42	66	39	41	66	3	0	0
213610	RES	324	45	44	69	41	43	70	4	1	-1
213613	OED	384	46	45	69	43	45	69	3	0	0
213627	RES	395	45	44	68	42	43	69	3	0	-1
213634	RES	306	45	44	69	42	44	69	3	0	0
213643	RES	324	44	43	68	41	42	68	3	1	-1
213673	RES	280	45	44	67	41	43	67	3	0	0
213683	RES	328	44	43	69	41	43	70	3	0	-1
213696	RES	292	45	44	68	42	44	68	3	0	0
213701	RES	313	46	45	70	42	44	71	4	1	0
213705	RES	314	45	44	70	42	44	71	4	1	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
213717	RES	251	48	47	72	45	46	72	3	0	1
213718	RES	255	47	46	71	44	45	71	3	0	1
213735	RES	375	46	45	69	43	45	70	3	0	-1
213743	RES	280	44	43	68	41	43	68	3	0	0
213758	RES	314	45	44	70	41	43	71	3	0	0
213760	RES	273	46	45	72	43	45	73	3	0	-1
213768	RES	373	47	46	69	43	45	69	3	0	-1
213777	RES	305	46	45	70	42	44	71	3	1	-1
213794	RES	294	46	45	70	42	44	71	4	1	-1
213795	RES	245	46	45	71	43	45	71	3	0	0
213800	RES	312	46	45	69	43	45	70	3	0	-1
213801	RES	244	46	45	70	43	45	70	3	0	0
213810	RES	315	47	46	70	44	46	70	3	0	0
213811	RES	316	46	45	70	43	45	69	3	0	0
213821	RES	301	45	44	70	42	44	71	3	0	-1
213822	RES	242	46	45	70	43	45	70	3	0	0
213828	RES	321	47	46	70	44	46	70	3	0	0
213831	RES	327	47	46	70	44	46	71	3	0	-1
213841	RES	289	46	45	71	42	44	71	3	1	0
213845	RES	244	48	47	72	45	47	72	3	0	0
213860	RES	246	49	48	73	46	48	74	3	0	-1
213862	RES	245	48	47	72	45	47	72	3	0	0
213884	RES	327	47	46	69	44	45	69	3	0	-1
213885	RES	292	45	44	70	42	44	70	3	0	-1
213886	RES	272	46	45	71	43	45	72	4	1	-1
213909	RES	276	46	45	69	42	44	70	4	1	-1
213915	RES	240	48	47	74	44	46	74	3	0	-1
213917	RES	247	47	46	70	44	46	70	3	0	0
213918	RES	313	47	46	71	43	45	72	3	0	-1
213930	RES	328	42	41	70	39	41	71	3	0	0
213937	RES	244	46	45	70	43	45	70	3	0	0
213956	RES	290	44	43	68	41	43	68	3	0	0
213961	RES	261	47	46	72	43	45	73	4	1	-1
213966	RES	244	47	46	71	44	46	70	3	0	0
213968	RES	276	45	44	71	42	44	71	3	0	-1
213970	RES	314	47	46	68	44	45	69	3	0	-1
213986	RES	211	47	46	73	44	46	73	3	0	0
213989	RES	197	47	46	70	43	45	70	3	0	0
213991	RES	199	45	44	72	42	44	73	3	0	-1
213994	RES	298	49	48	72	45	47	72	3	0	0
213995	RES	262	47	46	70	43	45	71	4	1	-1
214000	RES	196	46	45	70	43	45	70	3	0	1
214007	RES	316	43	42	71	40	42	71	3	0	0
214018	RES	276	45	44	68	41	43	68	3	0	0
214027	RES	242	47	46	71	44	46	71	3	0	0
214029	RES	302	47	46	69	44	46	70	3	0	-1
214035	RES	262	46	45	73	43	45	73	3	0	-1
214047	RES	242	48	47	72	45	47	73	3	0	-1
214053	RES	250	48	47	71	44	46	72	4	1	-1
214060	RES	192	48	47	72	45	47	72	3	0	0
214062	RES	288	49	48	73	46	48	73	3	0	0
214068	RES	194	47	46	73	43	45	74	3	0	-1
214075	RES	301	44	43	71	41	43	71	3	0	-1
214087	RES	190	46	45	71	43	45	70	3	0	1
214092	RES	263	46	45	71	43	45	72	3	0	-1
214100	RES	203	44	43	68	41	43	68	3	0	0
214102	RES	251	46	45	72	43	45	73	3	0	-1
214106	RES	196	45	44	69	42	43	69	3	0	0
214111	RES	288	47	46	69	44	45	70	3	0	-1
214132	RES	237	47	46	71	43	45	71	3	0	-1
214134	RES	181	48	47	71	45	47	72	3	0	-1
214135	RES	198	50	49	75	47	49	76	3	0	0
214140	RES	211	46	45	70	43	45	71	3	0	0
214146	RES	190	47	46	71	43	45	71	3	0	0
214154	RES	289	45	44	72	42	44	72	3	0	-1
214156	RES	268	47	46	72	44	46	73	3	0	-1
214172	RES	237	47	46	73	43	45	74	3	0	-1
214173	RES	249	44	43	67	41	43	68	3	0	0
214176	RES	276	47	46	69	43	45	70	3	0	-1
214198	RES	200	44	43	68	41	43	68	3	0	0
214200	RES	225	47	46	71	44	45	72	3	1	-1
214210	RES	166	54	53	78	51	53	78	3	0	0
214213	RES	158	51	50	76	48	50	75	3	0	1
214214	RES	194	47	46	74	44	46	74	3	0	-1
214215	RES	198	44	43	68	41	43	68	3	0	0
214218	RES	163	51	50	77	47	49	78	3	0	-1
214233	RES	275	45	43	71	41	43	71	3	0	-1
214235	RES	157	50	49	74	47	49	74	3	0	1
214241	RES	197	46	45	72	43	44	73	3	0	-1
214254	RES	235	47	46	73	44	46	74	3	0	-1
214255	RES	228	47	46	73	44	46	73	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
214258	RES	259	47	46	73	44	46	73	3	0	0
214260	RES	172	49	48	76	46	48	76	3	0	-1
214261	RES	214	48	47	72	45	47	74	3	0	-1
214264	RES	261	47	46	71	44	46	72	3	0	-1
214281	RES	209	48	47	73	45	47	74	3	1	-1
214294	RES	182	47	46	70	44	46	71	3	0	0
214297	RES	165	50	49	77	47	49	78	3	0	-1
214307	RES	260	44	43	73	41	43	73	3	0	-1
214317	RES	166	50	49	76	47	49	77	3	0	-1
214320	RES	241	47	46	71	43	45	72	3	0	0
214324	RES	221	47	46	71	43	45	71	3	0	-1
214327	RES	154	50	49	76	47	48	77	3	0	-1
214329	RES	211	47	46	72	44	45	73	3	0	-1
214338	RES	245	47	46	73	44	46	74	3	0	-1
214348	RES	189	47	46	71	43	45	71	4	1	0
214361	RES	196	48	47	72	44	46	73	4	1	-1
214362	RES	170	48	47	73	45	47	74	3	0	-1
214373	RES	258	44	43	72	41	43	72	3	0	-1
214395	RES	152	50	49	77	47	49	78	3	0	-1
214398	RES	140	50	49	77	47	49	77	3	0	0
214399	RES	198	48	47	75	45	47	76	3	0	-1
214407	RES	222	47	46	73	44	46	74	3	0	-1
214410	RES	235	47	46	73	44	46	74	3	0	-1
214417	RES	201	48	47	75	45	47	76	3	0	-1
214427	RES	173	50	49	75	46	48	76	4	1	0
214429	RES	155	49	48	76	46	48	78	3	0	-1
214438	RES	186	45	44	69	42	44	69	3	0	1
214439	RES	194	49	48	75	45	47	76	4	1	-1
214443	RES	235	43	42	73	40	42	73	3	0	-1
214459	RES	187	49	48	75	46	48	76	3	0	-1
214465	RES	140	51	50	77	48	50	78	3	0	-1
214479	RES	125	51	50	77	48	49	77	3	0	-1
214481	RES	106	56	55	80	53	55	80	3	0	0
214482	RES	219	47	46	73	44	46	73	3	0	-1
214487	RES	206	47	46	73	44	46	74	3	0	-1
214488	RES	110	52	51	76	49	51	76	3	0	0
214493	RES	117	52	51	80	49	51	80	3	0	-1
214504	RES	109	50	49	75	47	49	75	3	0	0
214509	RES	168	49	48	76	46	48	77	4	1	-1
214512	RES	188	49	48	75	46	48	76	3	0	-1
214513	RES	146	50	49	77	47	49	78	3	0	-1
214515	RES	153	51	50	76	47	49	77	3	0	-1
214519	RES	221	44	43	73	41	43	74	3	0	0
214526	RES	128	52	51	79	49	51	79	3	0	-1
214539	RES	117	52	51	79	49	51	79	3	0	0
214549	RES	206	48	47	74	44	46	75	3	0	-1
214551	RES	168	49	48	76	46	48	77	3	0	-1
214557	RES	193	48	47	74	45	47	75	3	0	-1
214562	RES	102	55	54	80	52	54	81	3	0	0
214567	RES	174	50	49	77	47	49	77	3	0	-1
214570	RES	138	53	52	80	50	51	80	3	0	-1
214577	RES	209	44	43	74	41	43	74	3	0	-1
214585	RES	118	53	52	80	50	52	80	3	0	0
214590	RES	141	51	50	76	47	49	77	4	1	-1
214603	RES	107	54	53	80	51	53	81	3	0	0
214604	RES	145	51	50	78	47	49	78	4	1	-1
214608	OED	202	45	44	69	41	43	70	3	0	-1
214612	RES	193	47	46	73	44	46	75	3	0	-1
214617	RES	154	50	49	78	47	49	78	3	0	-1
214631	RES	181	49	48	76	45	47	76	3	0	-1
214634	RES	161	50	49	77	47	49	77	3	0	0
214645	RES	198	46	45	77	43	45	78	3	0	-1
214654	RES	110	53	52	80	50	52	81	3	0	0
214656	RES	114	46	45	70	42	44	70	3	0	0
214665	RES	101	54	53	80	51	53	81	3	0	0
214669	RES	71	62	61	87	59	61	87	3	0	-1
214678	RES	126	51	50	78	47	49	78	4	1	0
214682	RES	68	62	61	87	59	61	87	3	0	0
214688	RES	180	47	46	74	44	46	75	3	0	-1
214689	RES	138	51	50	78	48	50	79	3	0	-1
214690	RES	68	62	61	87	59	61	88	3	0	-1
214701	RES	67	62	61	87	59	61	88	3	0	0
214708	RES	63	63	61	87	59	61	88	3	0	0
214714	RES	125	52	51	78	48	50	79	4	1	-1
214717	RES	185	45	44	76	42	44	77	3	0	-1
214720	RES	159	49	48	76	46	48	77	3	0	-1
214727	RES	145	51	50	79	48	50	79	3	0	0
214728	RES	96	55	54	81	52	53	82	3	0	-1
214730	RES	65	62	61	87	59	61	87	3	0	0
214736	RES	78	62	61	87	59	61	87	3	0	0
214747	RES	166	48	47	76	45	47	76	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
214748	RES	110	54	53	80	50	52	81	4	1	0
214754	RES	130	52	51	79	49	50	79	3	1	-1
214768	RES	76	62	61	87	59	61	87	3	0	0
214778	RES	175	45	44	76	42	44	76	3	0	-1
214781	RES	67	62	61	87	59	61	87	3	0	0
214782	RES	112	52	51	78	48	50	79	4	1	-1
214789	RES	64	62	61	87	59	61	87	3	0	0
214791	RES	124	53	52	80	49	51	80	3	0	0
214793	RES	155	49	48	77	45	47	77	3	0	-1
214794	RES	139	48	47	74	44	46	75	3	0	-1
214818	RES	64	62	61	87	59	61	87	3	0	0
214826	RES	93	55	54	82	51	53	82	4	1	-1
214829	RES	122	52	51	79	49	51	79	3	0	0
214831	RES	63	62	61	87	59	61	87	3	0	0
214847	RES	155	46	45	78	43	45	78	3	0	-1
214850	RES	111	53	52	80	50	52	81	3	0	0
214853	RES	98	54	53	80	50	52	81	4	1	-1
214865	RES	141	49	48	77	46	48	77	3	0	-1
214873	RES	63	62	61	87	59	61	87	3	0	0
214874	RES	70	62	61	87	58	60	86	3	0	1
214880	RES	99	55	54	81	51	53	81	3	0	0
214901	RES	120	52	51	80	49	51	81	3	0	-1
214904	RES	141	45	44	78	42	44	79	3	0	0
214911	RES	64	62	61	87	59	61	86	3	1	1
214915	RES	74	58	57	84	54	56	84	4	1	0
214920	RES	99	55	54	81	51	53	81	4	1	0
214921	RES	106	51	50	78	47	49	79	3	0	-1
214926	RES	128	49	48	76	46	48	77	3	0	-1
214934	RES	91	55	54	81	51	53	81	3	1	-1
214939	RES	108	48	47	74	45	47	75	3	0	-1
214959	RES	129	46	45	78	43	45	79	3	0	0
214961	RES	62	62	61	88	59	61	86	4	1	1
214975	RES	65	63	62	88	59	61	87	4	1	1
214981	RES	99	52	51	80	49	51	81	3	0	-1
214984	RES	78	57	56	83	53	55	83	3	0	0
214988	OED	142	42	41	67	39	41	68	3	0	-1
214990	RES	113	51	50	80	48	50	80	3	0	-1
215001	RES	64	62	61	87	58	60	86	4	1	1
215023	RES	114	48	47	80	45	47	80	3	0	0
215032	RES	66	62	61	87	58	60	86	4	1	1
215041	OED	75	56	55	85	53	55	85	3	0	-1
215072	RES	65	61	60	86	57	59	86	3	0	0
215077	RES	60	62	61	87	58	60	86	3	1	0
215108	RES	61	61	60	86	58	60	86	3	0	0
215126	RES	60	60	60	87	57	59	87	3	0	0
215132	RES	61	60	59	87	57	59	87	3	0	0
215151	RES	61	60	59	86	57	59	87	3	0	-1
215160	RES	70	60	59	86	57	59	87	3	0	-1
215161	RES	61	60	59	85	57	58	86	3	0	-1
215163	RES	71	55	54	82	52	54	83	3	0	-1
215180	RES	70	58	57	86	55	57	87	3	0	-1
215190	RES	68	57	56	86	54	55	86	3	0	0
215201	RES	69	55	54	86	52	54	86	3	0	-1
215216	RES	68	57	57	85	54	56	86	3	0	0
215219	RES	75	57	56	85	54	56	85	3	0	0
215665	RES	768	43	42	67	40	42	67	3	0	0
215670	RES	805	43	42	68	40	42	68	3	0	0
215680	RES	786	43	42	68	41	43	68	3	0	0
215689	RES	103	54	53	83	51	53	83	3	0	-1
215693	RES	800	41	40	65	38	40	66	3	0	0
215697	RES	842	43	42	68	40	42	68	3	0	0
215703	OOA	79	57	56	86	54	56	86	3	0	0
215704	RES	811	40	39	64	37	39	65	3	0	-1
215708	RES	62	61	60	89	58	60	90	3	0	0
215717	RES	164	53	52	80	50	52	81	3	0	-1
215724	RES	65	60	59	89	57	59	90	3	0	-1
215725	RES	61	60	59	89	57	59	90	3	0	-1
215731	RES	50	59	58	89	56	58	89	3	0	-1
215732	RES	822	41	40	66	38	40	66	3	0	0
215736	RES	831	37	36	61	35	37	63	3	0	-2
215746	RES	63	58	57	89	55	57	89	3	0	-1
215750	RES	65	58	57	89	55	57	89	3	0	-1
215760	RES	113	52	51	81	49	51	82	3	0	-1
215767	OED	76	52	51	82	49	51	83	3	0	-1
215769	RES	860	41	40	66	38	40	66	3	0	0
215794	RES	164	51	50	76	48	49	77	3	1	-1
215799	RES	83	51	50	80	48	50	81	3	0	-1
215809	OHO	162	52	51	78	48	50	79	3	0	-1
215835	RES	83	48	47	78	45	47	79	3	0	-1
215839	RES	864	41	40	66	38	40	66	3	0	0
215845	OED	114	51	50	80	48	50	81	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
215846	RES	94	52	51	82	49	51	83	3	0	-1
215852	RES	824	43	42	67	40	42	68	3	0	0
215860	RES	841	40	39	64	37	39	64	3	0	0
215862	OHO	161	51	50	77	48	50	77	3	0	-1
215865	RES	849	38	38	63	35	37	63	3	0	0
215869	OOA	228	54	53	78	51	52	78	3	0	0
215883	RES	858	38	38	62	36	38	62	3	0	0
215891	RES	834	39	38	64	36	38	64	3	0	0
215892	RES	109	51	50	81	48	50	82	3	0	-1
215906	RES	846	38	38	64	36	38	64	3	0	0
215908	RES	106	48	47	79	45	47	80	3	0	-1
215915	RES	893	40	39	64	37	39	65	3	0	0
215925	OED	150	50	49	80	46	48	80	3	0	-1
215933	RES	121	51	50	80	48	49	81	3	0	-1
215941	RES	879	37	36	63	34	36	64	3	0	-1
215984	RES	119	48	47	80	45	47	81	3	0	-1
216000	RES	907	38	37	63	35	37	63	3	0	0
216038	RES	891	36	35	60	33	35	60	3	0	0
216060	RES	157	50	49	79	47	49	79	3	0	-1
216078	RES	922	38	37	63	35	37	63	3	0	-1
216085	RES	159	46	45	70	43	45	70	3	0	0
216094	RES	158	46	45	69	42	44	69	3	0	0
216099	RES	158	44	43	69	41	43	69	3	0	-1
216101	RES	899	38	38	63	36	37	63	3	0	0
216103	RES	157	45	44	68	42	44	68	3	0	0
216107	RES	150	44	43	68	41	43	68	3	0	-1
216117	RES	160	43	42	67	40	42	68	3	0	-1
216128	RES	164	47	46	78	44	46	79	3	0	-1
216132	RES	960	39	38	64	36	38	64	3	0	0
216135	RES	965	40	39	64	37	39	64	3	0	0
216138	RES	932	38	37	62	35	37	62	3	0	0
216140	OOA	295	54	53	78	50	52	78	3	0	0
216156	RES	958	36	36	62	33	35	62	3	0	0
216168	RES	915	40	39	63	37	39	64	3	0	0
216169	OOA	272	49	48	73	45	47	73	3	0	0
216181	RES	202	50	49	75	47	49	76	3	0	0
216186	OHO	224	50	49	75	47	49	76	3	0	-1
216189	RES	978	35	35	62	32	34	62	3	0	0
216205	RES	943	37	37	62	35	37	62	3	0	0
216226	RES	214	50	49	75	47	49	75	3	0	0
216236	OOA	288	51	50	75	48	50	75	3	0	0
216244	RES	976	34	33	58	31	33	59	3	0	-1
216245	RES	212	47	46	74	44	46	75	3	0	-1
216248	RES	929	38	37	62	35	37	63	3	0	0
216263	RES	215	49	48	77	46	48	77	3	0	-1
216277	RES	944	37	37	61	34	36	63	3	0	-1
216281	RES	216	47	46	75	44	46	76	3	0	-1
216284	RES	226	50	48	74	46	48	74	3	0	0
216298	RES	209	47	46	75	44	46	76	3	0	-1
216315	RES	236	50	48	74	46	48	74	3	0	-1
216323	RES	213	46	45	72	42	44	72	3	0	0
216333	RES	214	45	44	69	42	44	70	3	0	-1
216339	RES	936	39	38	63	36	38	63	3	0	0
216346	RES	231	44	43	71	40	42	72	3	0	-1
216356	RES	964	36	36	61	33	35	61	3	0	0
216360	RES	217	45	45	70	43	44	70	3	0	-1
216362	RES	998	34	33	58	31	33	59	3	0	-2
216378	RES	243	49	48	73	46	48	74	3	0	-1
216391	RES	222	46	45	74	42	44	75	3	0	-1
216397	RES	997	34	33	58	31	33	59	3	0	-1
216401	RES	217	45	44	70	42	44	70	3	0	-1
216404	RES	231	46	45	73	42	44	74	3	0	-1
216417	RES	948	36	35	60	33	35	61	3	0	-1
216431	RES	972	36	35	60	33	35	60	3	0	0
216433	RES	248	45	44	72	42	44	73	3	0	-1
216437	RES	263	49	48	73	46	48	74	3	0	-1
216451	OED	234	45	44	72	42	44	73	3	0	-1
216472	RES	237	43	42	69	40	42	70	3	0	-1
216485	RES	250	45	44	73	42	44	73	3	0	-1
216487	RES	255	44	43	72	41	43	72	3	0	-1
216489	OOA	333	51	50	75	48	50	75	3	1	0
216497	RES	996	33	33	57	30	32	57	3	0	0
216498	RES	273	48	47	72	45	47	72	3	0	-1
216520	RES	246	42	42	66	39	41	67	3	0	-1
216522	RES	978	36	35	64	34	36	64	2	-1	0
216540	RES	259	43	42	68	40	42	69	3	0	-1
216547	RES	275	44	43	72	41	43	72	3	0	-1
216558	RES	257	43	42	67	39	41	67	3	0	-1
216561	RES	291	49	47	74	45	47	75	3	0	-1
216563	RES	998	36	35	60	33	35	61	3	0	-1
216569	OOA	371	51	50	75	47	49	75	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
216585	RES	273	45	44	71	41	43	72	3	0	-1
216587	RES	258	41	40	64	37	39	64	3	0	0
216603	RES	288	44	43	71	41	43	72	3	0	-1
216605	RES	267	40	39	62	37	39	62	3	0	0
216606	RES	988	39	38	63	36	38	63	3	0	0
216626	RES	305	48	47	72	45	47	72	3	0	-1
216643	RES	281	42	41	65	39	41	65	3	0	0
216649	RES	277	41	40	64	37	39	64	3	0	0
216657	RES	280	39	38	62	36	38	62	3	0	0
216665	RES	281	43	42	71	40	42	71	3	0	-1
216668	RES	302	42	41	68	39	41	67	3	0	1
216678	RES	318	49	47	72	45	47	73	3	0	-1
216698	RES	997	35	34	61	33	35	61	2	0	0
216700	RES	304	44	43	68	41	43	69	3	0	-1
216721	RES	294	43	42	72	40	42	73	3	0	-1
216726	RES	316	43	42	69	40	42	69	3	0	-1
216729	RES	329	49	48	72	46	48	72	3	0	-1
216774	RES	304	42	41	70	39	41	71	3	0	-1
216775	RES	338	48	47	72	45	47	72	3	0	0
216781	RES	314	43	42	65	40	42	65	3	0	0
216798	RES	332	43	43	71	40	42	71	3	0	-1
216839	RES	316	42	41	69	39	41	70	3	0	-1
216846	RES	329	43	42	67	40	42	68	3	0	-1
216848	RES	350	49	48	72	45	47	72	3	0	0
216892	RES	324	42	41	65	39	41	65	3	0	-1
216912	RES	356	43	42	68	40	42	69	3	0	-1
216913	OOA	485	52	51	77	49	51	77	3	0	0
216926	RES	343	43	42	67	40	42	68	3	0	-1
216934	RES	370	49	48	72	46	47	72	3	0	0
216966	RES	343	42	41	70	39	41	70	3	0	-1
216985	RES	355	43	42	67	40	42	68	3	0	-1
216994	RES	366	42	41	65	39	41	66	3	0	-1
217012	RES	380	49	48	72	46	48	72	3	0	0
217027	RES	354	41	40	67	38	40	68	3	0	-1
217038	RES	368	43	42	68	40	42	68	3	0	-1
217052	RES	381	42	41	67	39	41	68	3	0	-1
217067	RES	397	49	48	72	45	47	72	3	0	0
217090	RES	369	41	40	64	38	40	64	3	0	-1
217101	RES	382	43	42	65	39	41	65	3	0	0
217115	RES	394	43	42	68	39	41	69	3	0	-1
217118	RES	403	49	48	72	45	47	72	3	0	0
217143	RES	383	41	40	66	38	40	67	3	0	-1
217154	RES	395	43	42	65	40	41	65	3	0	0
217156	RES	413	49	48	72	46	47	72	3	0	0
217181	RES	415	43	42	69	40	42	70	3	0	-1
217184	OHO	462	48	47	71	45	46	71	3	0	0
217198	RES	427	49	48	72	45	47	72	3	0	0
217204	RES	396	41	40	66	38	40	67	3	0	-1
217206	RES	510	52	51	77	49	51	77	3	0	0
217209	RES	407	43	42	66	40	42	66	3	0	-1
217218	RES	481	53	52	77	50	52	77	3	0	0
217220	RES	505	53	52	77	50	51	77	3	1	0
217221	RES	486	54	53	78	50	52	78	3	0	0
217244	RES	432	49	48	72	45	47	72	3	0	0
217256	RES	432	42	41	64	38	40	64	3	0	0
217271	RES	419	43	42	66	40	42	66	3	0	0
217280	RES	414	41	40	67	38	40	68	3	0	-1
217290	RES	534	46	45	70	43	45	69	3	0	0
217314	RES	456	49	48	72	45	47	72	3	0	0
217341	RES	432	43	42	67	40	42	68	3	0	-1
217342	RES	421	41	40	66	38	40	67	3	0	-1
217362	RES	454	43	42	68	39	41	69	3	0	-1
217383	RES	473	47	46	71	44	46	71	3	0	0
217391	RES	469	48	47	72	45	47	72	3	0	0
217392	RES	423	41	40	66	38	40	67	3	0	-1
217406	RES	450	43	42	66	40	41	66	3	0	-1
217421	OHO	569	48	47	71	45	47	72	3	0	0
217432	RES	463	42	41	66	39	41	66	3	0	-1
217445	RES	460	42	41	65	39	41	65	3	0	0
217460	RES	466	42	41	66	39	41	66	3	0	0
217462	RES	471	45	44	69	42	44	69	3	1	0
217470	RES	459	40	39	65	37	39	66	3	0	-1
217499	RES	476	44	43	66	41	43	67	3	0	0
217529	RES	476	42	41	66	39	41	67	3	0	-1
217577	OHO	531	46	46	70	43	45	70	3	0	0
217600	RES	530	44	43	68	41	43	67	3	0	0
217620	RES	532	45	44	69	42	44	69	3	0	0
217641	RES	531	42	41	65	39	41	65	3	0	0
217653	RES	544	48	47	72	45	47	72	3	0	0
217660	RES	524	45	44	69	42	44	69	3	0	0
217667	OHO	585	45	44	69	42	44	70	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
217680	RES	546	42	41	65	39	41	65	3	0	-1
217681	RES	530	44	43	66	40	42	66	3	0	0
217682	RES	558	48	47	72	45	47	72	3	0	0
217687	RES	533	44	43	68	41	43	67	3	0	0
217691	RES	538	44	43	67	41	43	67	3	0	0
217708	RES	536	43	42	66	40	42	67	3	0	-1
217715	RES	563	48	47	72	45	47	72	3	0	0
217717	RES	546	43	42	65	39	41	65	3	0	0
217742	RES	579	48	47	72	45	47	72	3	0	0
217743	RES	566	42	41	66	39	41	67	3	0	-1
217751	RES	548	40	39	64	37	39	64	3	0	0
217755	RES	554	42	42	65	39	41	65	3	0	0
217777	RES	566	41	40	64	37	39	64	3	0	0
217778	RES	583	48	47	72	45	47	72	3	0	0
217782	RES	578	41	40	64	38	40	65	3	0	-1
217792	RES	573	42	41	65	39	41	65	3	0	0
217797	RES	565	40	39	63	37	39	63	3	0	0
217802	RES	596	48	47	72	45	47	72	3	0	0
217808	RES	587	41	40	65	38	40	66	3	0	-1
217827	RES	609	48	47	72	45	47	72	3	0	0
217831	RES	586	42	41	65	39	40	64	3	0	0
217833	RES	595	41	40	64	38	40	65	3	0	-1
217837	RES	573	40	39	63	36	39	63	3	0	0
217857	RES	619	48	47	72	45	47	72	3	0	0
217859	RES	601	40	39	62	37	39	62	3	0	0
217863	RES	592	42	41	67	39	41	66	3	0	1
217864	RES	588	40	39	62	37	39	63	3	0	0
217881	RES	629	48	47	72	45	47	72	3	0	0
217882	RES	616	41	40	62	37	39	63	3	0	-1
217896	RES	599	41	40	64	37	39	64	3	0	0
217899	RES	611	42	41	64	39	40	65	3	0	0
217915	RES	628	40	39	65	37	39	65	3	0	-1
217919	RES	637	48	47	72	45	47	72	3	0	0
217923	RES	607	41	40	64	37	39	64	3	0	0
217932	RES	623	41	40	64	38	40	65	3	0	0
217942	RES	640	41	40	63	37	39	64	3	0	0
217945	RES	619	40	39	63	37	39	63	3	0	0
217948	RES	650	48	47	71	45	46	72	3	0	0
217955	RES	608	48	47	73	45	47	73	3	0	0
217966	RES	648	41	40	63	38	40	64	3	0	0
217970	RES	629	40	39	61	36	38	61	3	0	0
217971	RES	648	41	40	63	37	39	64	3	0	-1
217986	RES	669	48	47	72	45	47	72	3	0	0
217987	RES	656	47	46	71	44	46	71	3	0	0
217992	RES	657	41	40	63	38	40	64	3	0	-1
218005	RES	626	40	39	62	36	38	62	3	0	0
218007	OCC	645	46	45	70	42	44	70	3	0	0
218019	RES	666	41	41	65	38	40	65	3	0	0
218029	RES	667	41	40	65	38	40	66	3	0	-1
218045	RES	653	40	39	62	36	38	62	3	0	0
218047	RES	675	41	40	64	37	39	64	3	0	0
218062	RES	702	46	45	70	42	44	70	3	0	0
218070	RES	705	48	47	72	45	47	72	3	0	0
218073	RES	657	39	38	62	36	38	63	3	0	0
218074	RES	679	42	41	64	38	40	64	3	0	0
218075	RES	703	45	44	68	41	43	68	3	1	0
218077	RES	667	47	46	71	44	46	71	3	0	0
218081	RES	692	41	40	64	38	39	64	3	0	0
218088	RES	674	43	42	66	40	42	67	3	0	-1
218103	RES	714	46	45	69	43	45	70	3	0	0
218105	RES	692	41	40	64	38	40	64	3	0	0
218112	RES	683	39	38	63	36	38	63	3	0	0
218115	RES	707	45	44	69	42	44	69	3	0	0
218129	RES	686	47	46	71	43	45	71	3	0	0
218138	RES	706	44	44	68	41	43	68	3	0	0
218140	RES	714	44	43	68	41	43	68	3	0	0
218146	RES	697	40	39	62	36	38	62	3	0	0
218151	RES	706	41	41	65	38	40	65	3	0	0
218161	RES	703	42	41	66	39	40	66	3	0	0
218163	RES	706	39	38	62	36	38	62	3	0	0
218177	RES	664	45	44	69	42	44	69	3	0	0
218196	RES	756	48	47	72	45	47	72	3	0	0
218212	RES	663	46	45	70	43	45	70	3	0	0
218223	RES	712	47	46	71	43	45	71	3	0	0
218224	RES	756	46	45	69	42	44	70	3	0	0
218225	RES	770	48	47	72	45	47	72	3	0	0
218238	RES	750	43	42	66	39	41	66	3	0	0
218256	RES	736	46	45	70	42	44	70	3	0	0
218259	RES	769	43	42	67	40	42	67	3	1	0
218261	RES	774	48	47	72	45	47	72	3	0	0
218269	RES	746	43	42	66	40	41	66	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
218271	RES	780	38	37	62	35	37	62	3	0	0
218272	RES	762	40	39	64	37	39	64	3	0	0
218273	RES	767	45	44	69	42	44	69	3	0	0
218281	RES	790	48	47	72	45	47	72	3	0	0
218286	RES	763	42	41	65	39	41	65	3	0	0
218290	RES	778	40	39	63	36	38	63	3	0	0
218294	RES	754	44	43	68	41	43	68	3	0	0
218297	RES	753	40	39	62	36	38	62	3	0	0
218305	RES	766	44	43	67	41	43	67	3	0	0
218309	RES	775	41	40	64	37	39	64	3	0	0
218315	RES	788	40	39	63	36	38	63	3	0	0
218319	RES	772	40	39	63	36	38	63	3	0	0
218323	RES	807	48	47	72	45	47	72	3	0	0
218324	RES	753	46	45	70	43	45	70	3	0	0
218329	RES	768	41	40	65	38	40	65	3	0	0
218331	RES	771	40	39	62	37	39	62	3	0	0
218335	RES	799	40	39	63	37	39	63	3	0	0
218337	RES	784	41	40	64	38	40	65	3	0	0
218340	RES	732	47	46	71	44	46	71	3	0	0
218341	RES	791	41	40	64	38	40	64	3	0	0
218353	RES	819	48	47	72	45	47	72	3	0	0
218356	RES	772	48	47	72	45	47	72	3	0	0
218361	RES	814	40	39	63	37	39	63	3	0	0
218362	RES	782	40	39	63	37	39	63	3	0	0
218367	RES	812	40	39	63	37	39	63	3	0	0
218375	RES	805	41	40	64	38	40	64	3	0	0
218387	RES	829	49	47	72	45	47	72	3	0	0
218390	RES	797	49	48	72	45	47	72	3	0	0
218393	RES	795	40	39	63	37	39	63	3	0	0
218399	RES	828	39	38	63	36	38	63	3	0	0
218407	RES	817	41	40	65	38	40	65	3	0	0
218411	RES	795	48	47	72	45	47	72	3	0	0
218414	RES	840	44	43	68	41	43	68	3	0	0
218417	RES	812	39	38	61	35	37	61	3	0	0
218434	RES	839	40	39	63	36	38	63	3	1	0
218440	RES	855	48	47	72	45	47	72	4	0	0
218444	RES	831	41	40	64	38	40	64	3	0	0
218446	RES	806	49	48	73	46	48	73	3	0	0
218448	RES	823	39	38	62	36	38	62	3	0	0
218451	RES	851	44	43	68	41	43	68	3	0	0
218452	RES	833	38	37	61	35	36	61	3	0	0
218461	RES	847	40	39	62	37	39	62	3	0	0
218464	RES	831	38	37	61	35	37	61	3	0	0
218470	RES	844	41	40	65	38	40	65	3	0	0
218471	RES	833	39	38	61	36	38	61	3	0	0
218482	RES	873	48	47	72	45	47	72	3	1	0
218483	RES	857	40	39	62	36	38	62	3	0	0
218491	RES	843	39	38	62	36	38	62	3	0	0
218497	RES	874	43	42	67	40	41	67	3	0	0
218498	RES	872	37	36	60	33	35	60	3	0	0
218499	OPW	944	48	47	72	45	47	72	3	0	0
218500	RES	791	52	51	76	49	51	76	3	0	0
218502	RES	858	41	40	65	38	40	65	3	0	0
218508	RES	849	41	40	63	38	40	63	3	0	0
218510	OPW	948	48	47	72	45	47	72	3	0	0
218513	RES	870	39	38	62	36	38	62	3	0	0
218524	RES	770	53	52	77	50	52	77	3	0	0
218533	RES	876	41	40	64	38	40	64	3	0	0
218540	RES	899	48	47	72	45	47	72	3	0	0
218542	RES	860	41	40	63	38	40	63	3	0	0
218548	RES	883	40	39	62	37	39	62	3	0	0
218560	RES	871	37	36	60	34	36	60	3	0	0
218572	RES	872	40	39	63	37	39	63	3	0	0
218575	RES	899	39	38	62	36	38	62	3	0	0
218583	RES	899	39	39	62	36	38	62	3	0	0
218587	RES	905	49	48	73	45	47	73	3	0	0
218598	RES	892	41	40	64	38	40	64	3	0	0
218603	RES	890	38	37	61	35	37	61	3	0	0
218615	RES	891	40	39	64	37	39	64	3	0	0
218628	RES	923	48	47	72	45	47	72	3	0	0
218636	RES	905	41	40	64	38	40	64	3	0	0
218652	RES	931	40	39	63	37	39	63	3	0	1
218660	RES	940	48	47	72	45	47	72	3	0	0
218663	RES	935	43	42	66	39	41	66	4	1	0
218671	RES	912	38	37	61	35	37	61	3	0	0
218672	RES	918	42	41	65	38	40	65	3	1	0
218676	RES	914	44	43	68	41	43	68	4	1	0
218680	RES	919	38	37	61	35	37	62	3	0	0
218683	RES	934	40	39	63	37	39	63	3	0	0
218707	RES	932	41	40	65	38	40	65	3	0	0
218714	RES	934	45	44	69	41	43	69	3	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
218766	RES	984	48	47	72	45	47	72	3	0	0
218787	RES	991	46	45	70	43	45	71	3	0	0
218788	RES	984	44	43	68	41	43	68	3	1	0
218795	RES	994	48	47	72	45	47	72	3	0	0
218798	RES	988	43	42	66	39	41	66	3	0	0
218821	RES	984	42	41	65	39	41	66	3	0	0
218823	RES	982	43	42	66	39	41	66	3	0	0
218848	RES	997	45	44	69	42	43	69	3	1	0
218856	RES	974	43	42	67	40	42	67	3	0	0
221519	RES	1751	26	25	51	23	25	50	3	0	0
221522	RES	1776	26	24	49	22	24	49	3	0	0
221540	RES	832	46	45	70	43	45	70	3	0	0
221541	RES	770	48	46	72	44	46	72	3	0	0
221542	RES	1864	25	23	49	21	23	49	3	0	0
221546	RES	1806	23	21	47	20	21	47	3	0	0
221547	RES	1791	26	24	49	22	24	49	3	0	0
221818	RES	1201	41	39	65	37	39	65	3	0	0
318985	RES	512	46	45	71	43	45	71	3	0	0
318988	RES	150	54	53	85	51	53	86	3	0	0
318989	RES	296	49	48	78	47	49	79	3	0	-1
319009	RES	1074	47	46	71	44	46	71	3	0	0
319012	RES	235	54	53	78	51	53	78	3	0	0
319015	RES	445	45	44	71	42	44	73	3	0	-2
319018	RES	174	53	52	83	51	53	83	3	0	0
319019	RES	111	61	60	92	59	61	92	3	0	0
319072	RES	165	57	56	83	54	56	83	3	0	0
319082	RES	181	53	52	87	50	52	86	3	0	1
319083	RES	246	50	48	72	47	49	74	3	0	-2
319084	RES	166	53	52	79	50	52	79	3	0	0
319085	RES	231	49	48	73	47	49	74	3	0	-1
319088	RES	107	62	61	91	59	61	91	3	0	0
319098	RES	388	50	49	76	47	49	77	3	0	-1
319099	RES	182	55	53	87	52	54	87	3	0	0
319100	RES	379	49	48	75	46	48	76	3	0	-1
319101	RES	450	46	45	73	43	45	74	3	0	-1
319103	RES	114	62	61	93	59	61	93	3	0	0
319123	RES	250	48	47	72	46	48	74	3	0	-2
319124	RES	418	47	46	72	44	46	72	3	0	0
319125	RES	320	46	45	71	43	45	73	3	0	-1
319130	RES	504	46	45	69	43	45	72	3	0	-2
319131	RES	319	48	47	74	45	47	76	3	0	-2
319132	RES	300	47	46	69	44	46	72	3	0	-3
319141	RES	109	60	59	85	58	60	85	3	0	0
319142	RES	89	60	59	85	58	59	86	3	0	0
319198	RES	95	62	61	87	59	61	87	3	0	0
319208	RES	368	50	49	77	47	49	77	3	0	0
319209	RES	423	44	43	72	41	43	73	3	0	-2
319225	RES	95	64	63	90	61	63	90	3	0	0
319226	RES	299	47	46	71	45	47	72	3	0	-1
319227	RES	249	49	48	73	46	48	73	3	0	0
319228	RES	239	47	46	71	45	47	73	3	0	-2
319232	RES	148	56	55	87	54	56	87	2	-1	0
319239	RES	316	45	44	71	43	45	73	3	0	-2
319240	RES	293	46	45	72	43	45	73	3	0	-1
319241	RES	316	47	45	75	44	46	76	3	0	-2
319242	RES	308	47	45	74	44	46	75	3	0	-1
319244	RES	271	47	46	76	44	46	78	3	0	-2
319248	RES	172	49	48	79	47	49	80	3	0	-1
319251	RES	375	51	50	75	48	50	75	3	0	0
319257	RES	371	50	49	75	47	49	75	3	0	-1
319266	RES	181	52	51	81	49	51	78	3	0	3
319267	RES	176	53	52	86	51	53	86	2	-1	0
319270	RES	241	49	48	80	46	48	81	3	0	-1
319272	RES	171	52	51	84	49	51	84	3	0	0
319273	RES	450	44	43	78	42	44	79	3	0	-1
319282	RES	91	62	61	93	59	61	93	3	0	0
319333	RES	171	54	53	81	51	53	82	3	0	0
319353	RES	137	51	50	77	48	50	78	3	0	-1
319357	RES	103	61	60	89	59	60	89	3	0	0
319384	RES	364	49	47	73	46	48	75	3	0	-2
319385	RES	319	44	43	70	41	43	71	3	0	-2
319386	RES	320	47	45	75	44	46	76	3	0	-1
319387	RES	242	48	47	74	46	48	76	3	0	-2
319392	RES	95	62	61	93	59	61	93	3	0	0
319394	RES	91	62	61	91	60	61	91	3	0	0
319410	RES	163	50	49	75	47	49	75	3	0	0
319413	RES	187	52	51	78	49	51	78	3	0	0
319464	RES	91	62	61	93	59	61	93	3	0	0
319465	RES	317	44	43	67	41	43	68	3	0	-1
319466	RES	238	49	48	75	46	48	75	3	0	0
319470	RES	184	50	49	77	47	49	78	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
319473	RES	248	50	49	73	47	49	74	3	0	-1
319474	RES	346	51	50	75	48	50	75	3	0	0
319515	RES	112	64	63	91	61	63	90	3	0	0
319516	RES	326	47	46	71	44	46	71	3	0	0
319529	RES	171	51	50	77	48	50	77	3	0	0
319534	RES	327	45	44	70	42	44	72	3	0	-2
319542	RES	183	50	48	74	47	49	74	3	0	0
319547	RES	234	51	49	76	48	50	75	3	0	1
319549	RES	168	52	51	80	50	52	80	3	0	0
319551	RES	247	49	48	72	47	48	74	3	0	-2
319553	RES	245	50	49	75	47	49	76	3	0	-1
319575	RES	165	51	50	83	49	51	84	3	0	-1
319579	RES	177	52	51	83	50	52	84	3	0	-1
319580	RES	167	53	52	78	50	52	79	2	-1	-1
319617	RES	185	53	52	80	51	52	80	3	0	0
319620	RES	369	47	46	69	44	46	70	3	0	-1
319621	RES	243	50	49	73	48	49	74	3	0	0
319627	RES	181	53	52	87	50	52	87	3	0	0
319628	RES	97	62	61	92	59	61	92	3	0	0
319630	RES	95	62	61	92	59	61	92	3	0	0
319641	RES	111	62	60	87	59	61	87	3	0	0
319642	RES	123	57	56	90	54	56	90	3	0	0
319643	RES	104	63	62	89	60	62	90	3	0	-1
319645	RES	95	62	61	93	59	61	93	3	0	0
319647	RES	182	50	49	75	48	50	76	3	0	-1
319649	RES	379	47	46	72	45	47	72	3	0	0
319657	RES	180	50	49	77	47	49	78	3	0	-2
319658	RES	178	56	55	82	54	56	82	3	0	0
319659	RES	164	53	52	78	49	51	77	4	1	1
319660	RES	405	45	44	66	42	44	67	3	0	0
319665	RES	365	50	49	80	47	49	81	3	0	-1
319666	RES	427	46	45	73	43	45	73	3	0	0
319667	RES	375	47	45	67	44	46	69	3	0	-2
319669	RES	183	51	50	85	49	51	86	2	0	0
319671	RES	181	53	52	86	51	52	86	3	0	0
319672	RES	128	58	57	89	55	57	89	3	0	0
319683	RES	314	48	47	75	46	48	76	3	0	-1
319685	RES	301	45	44	72	43	44	74	3	0	-2
319686	RES	326	45	44	71	42	44	73	3	0	-2
319687	RES	266	48	47	73	45	47	74	3	0	-1
319705	RES	264	54	53	78	51	53	78	3	0	0
319707	RES	267	49	48	75	47	49	77	3	0	-1
319710	OED	374	47	45	72	44	46	72	3	0	-1
319712	RES	243	49	48	72	46	48	74	3	0	-2
319722	RES	99	61	60	86	59	61	87	3	0	-1
319723	RES	96	62	61	88	60	61	89	3	0	-1
319725	RES	503	47	46	71	44	46	73	3	0	-2
319726	RES	455	47	46	73	44	46	74	3	0	-1
319736	RES	101	62	61	87	60	62	88	3	0	-1
319740	RES	110	61	60	87	58	60	87	3	0	-1
319741	RES	292	49	48	75	46	48	76	3	0	-1
319757	RES	188	53	52	82	51	53	83	3	0	-1
319758	RES	103	64	63	90	61	63	90	3	0	0
319759	RES	101	61	60	90	58	60	90	3	0	0
319760	RES	187	55	54	82	52	54	82	3	0	0
319770	RES	319	45	44	68	42	44	68	3	0	0
319771	RES	320	46	45	70	43	45	70	3	0	0
319780	RES	239	49	48	75	47	49	77	3	0	-1
319795	RES	97	61	60	86	58	60	86	3	0	0
319796	RES	95	60	59	88	57	59	88	3	0	0
319813	RES	181	51	50	78	49	51	79	3	0	-1
319814	RES	186	51	50	85	48	50	84	3	0	1
319917	OED	389	42	41	68	39	41	68	3	0	0
320178	RES	148	51	49	78	48	50	78	3	0	-1
320184	RES	234	49	48	75	46	48	76	3	0	-1
320186	RES	555	46	45	69	43	45	69	3	0	0
320200	RES	250	51	50	84	48	50	84	3	0	0
320224	RES	126	57	56	83	54	56	83	3	0	0
320232	RES	229	49	48	74	46	48	75	3	0	-2
320297	RES	269	48	47	74	45	47	76	3	0	-2
320346	RES	174	50	48	77	47	49	78	3	0	-1
320385	RES	96	61	60	91	59	61	91	3	0	0
320390	RES	104	61	60	90	58	60	90	3	0	0
320393	RES	246	51	50	78	48	50	79	3	0	-1
320477	RES	165	55	54	80	52	54	80	3	0	0
320508	RES	321	46	45	71	43	45	73	3	0	-3
320509	RES	318	46	45	72	44	45	74	3	0	-2
320558	RES	186	53	52	86	50	52	86	3	0	0
320585	RES	328	47	46	71	44	46	71	3	0	0
320589	RES	227	50	49	75	48	49	75	3	0	0
320626	RES	172	52	51	84	49	51	85	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
320627	RES	99	63	62	89	60	62	90	3	0	-1
320642	RES	160	53	52	84	50	52	84	3	0	0
320711	RES	403	49	48	72	46	48	72	3	0	0
320723	RES	368	49	48	75	46	49	76	3	0	-1
320787	RES	105	61	60	91	58	60	91	3	0	0
320790	RES	125	59	58	89	56	58	89	3	0	0
320801	RES	452	44	43	73	42	44	74	2	-1	-1
320853	RES	170	53	51	78	50	52	78	3	0	0
320886	RES	358	50	49	76	47	49	76	3	0	0
320887	RES	398	48	47	74	45	47	75	3	0	-1
320888	RES	91	61	60	86	58	60	87	3	0	-1
320889	RES	80	62	61	89	60	61	90	3	0	-1
320895	RES	120	56	55	83	53	55	83	3	0	0
320897	RES	108	61	60	91	59	61	91	3	0	0
320898	RES	100	62	61	93	59	61	94	3	0	0
320899	RES	229	51	50	76	48	50	77	3	0	-1
320900	RES	247	49	48	77	46	48	79	2	-1	-1
321338	RES	300	47	46	71	44	46	73	3	0	-1
321365	RES	318	46	45	70	43	45	71	3	0	-1
321366	RES	96	61	60	91	59	61	91	3	0	0
321378	RES	172	54	53	81	51	53	81	3	0	0
321380	RES	247	50	49	74	47	49	74	3	0	0
321381	RES	242	46	44	71	43	45	73	3	0	-2
321382	RES	256	50	49	81	47	49	81	3	0	0
321383	RES	177	51	50	76	48	50	78	3	0	-2
321384	RES	175	52	51	78	49	51	78	3	0	0
321429	RES	171	50	49	76	47	49	76	3	0	0
321435	RES	309	44	43	69	41	43	71	3	0	-3
321436	RES	377	49	48	71	46	48	72	3	0	-1
321438	RES	439	45	44	69	43	44	71	3	0	-2
321439	RES	392	42	41	66	39	41	67	3	0	-1
321440	RES	301	48	47	71	45	47	73	3	0	-2
321441	RES	169	53	52	85	50	52	85	3	0	0
321445	RES	178	55	54	79	52	54	79	3	0	0
321447	RES	309	47	46	69	44	46	69	3	0	0
321449	RES	242	50	49	73	48	50	74	3	0	-1
321465	RES	467	45	44	70	43	45	70	3	0	0
321468	RES	288	48	47	73	45	47	73	3	0	0
321469	RES	357	49	48	75	46	48	75	3	0	0
321470	RES	242	53	52	79	51	53	79	3	0	0
321473	RES	182	51	50	77	48	50	77	3	0	0
321475	RES	505	46	44	69	43	45	71	3	0	-2
321476	RES	323	44	43	67	41	43	69	3	0	-2
321477	RES	305	45	44	70	43	45	72	3	0	-2
321478	RES	233	49	48	79	46	48	77	3	0	2
321496	RES	175	50	49	76	48	50	76	3	0	-1
321528	RES	178	55	54	80	52	54	80	3	0	0
321529	RES	147	53	52	80	51	53	80	3	0	0
321532	RES	319	47	46	75	45	47	76	3	0	-1
321533	RES	321	45	44	69	42	44	72	3	0	-2
321534	RES	258	49	48	76	46	48	73	3	0	3
321535	RES	233	49	48	75	46	48	77	3	0	-2
321551	RES	110	63	62	88	60	62	89	3	0	-1
321552	RES	77	63	62	89	60	62	89	3	0	0

Table D4: Harefield Yard clearances, Junee Yard clearancs, Olympic Highway underbridge, Junee to Illabo clearances

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
222270	RES	1267	45	44	67	42	44	65	3	0	3
222289	RES	64	63	62	89	60	62	89	3	0	0
222290	RES	177	58	57	81	55	57	81	3	0	0
222295	RES	285	56	55	79	53	55	78	3	0	0
222302	RES	57	63	62	88	60	62	88	3	0	1
222313	RES	1298	46	45	68	43	44	66	3	0	2
222323	RES	92	62	61	93	59	61	93	3	0	0
223184	RES	738	30	29	63	27	29	63	3	-1	0
223208	RES	690	30	29	61	28	29	61	3	-1	0
223224	RES	665	32	30	64	29	31	64	3	0	0
223243	RES	621	32	31	65	30	32	65	3	0	0
223248	RES	582	33	32	65	30	32	65	3	0	0
223249	RES	602	33	32	65	30	32	65	3	0	0
223254	RES	560	35	34	66	32	34	66	3	0	0
223261	RES	540	35	33	65	32	34	65	2	-1	0
223268	RES	518	34	33	63	32	34	63	3	-1	0
223281	RES	508	40	39	69	38	40	69	2	-1	0
223287	RES	484	42	40	70	39	41	70	2	-1	0
223288	RES	664	31	30	65	29	31	65	3	-1	0
223298	RES	462	41	40	69	39	41	70	2	-1	0
223301	RES	442	41	39	70	38	40	71	2	-1	-1
223305	RES	423	40	38	68	38	40	69	2	-1	0
223308	RES	81	54	53	85	52	54	85	3	-1	0
223311	RES	945	33	31	62	30	32	62	2	-1	0
223319	RES	402	41	40	68	38	40	68	3	-1	0
223321	RES	131	48	47	79	45	47	80	3	-1	-1
223322	RES	369	39	37	67	36	38	67	3	-1	-1
223330	RES	325	42	40	71	39	41	72	3	-1	0
223331	RES	143	42	40	72	39	41	73	2	-1	-1
223333	RES	172	44	42	76	41	43	77	3	-1	-1
223334	RES	357	39	37	67	36	38	68	2	-1	-1
223342	RES	192	41	40	70	39	40	71	3	-1	-1
223351	RES	664	32	31	66	29	31	66	3	0	0
223352	RES	256	41	39	72	38	40	72	2	-1	-1
223354	RES	277	41	39	70	38	40	71	2	-1	-1
223355	RES	215	41	39	71	38	40	71	3	-1	0
223356	RES	233	41	39	72	38	40	72	3	-1	-1
223358	RES	250	40	39	71	38	40	71	3	-1	0
223362	RES	196	43	41	75	40	42	76	2	-1	-1
223366	RES	70	57	56	89	55	57	88	3	-1	0
223369	RES	297	42	40	70	39	41	70	2	-1	-1
223371	RES	219	39	38	68	37	39	68	2	-1	0
223372	RES	512	42	41	69	40	42	70	2	-1	0
223373	RES	316	41	40	69	39	41	69	2	-1	0
223375	RES	180	43	42	77	41	43	77	2	-1	-1
223376	RES	211	42	40	73	39	41	74	2	-1	-1
223380	RES	130	47	45	75	44	46	75	3	-1	0
223383	RES	663	31	30	65	28	30	65	3	0	0
223384	RES	57	57	55	89	55	56	88	3	-1	0
223385	RES	151	47	46	78	45	47	78	2	-1	0
223392	RES	98	50	48	82	47	49	83	2	-1	0
223393	RES	117	47	45	80	44	46	80	3	-1	0
223397	RES	84	52	50	84	49	51	85	2	-1	-1
223401	RES	592	35	34	66	32	34	66	3	0	0
223402	RES	171	41	39	70	38	40	70	2	-1	0
223404	RES	292	42	41	70	40	42	70	3	-1	0
223407	RES	386	41	40	70	39	41	70	2	-1	0
223411	RES	58	57	55	89	55	56	88	2	-1	1
223412	RES	255	39	38	68	37	39	69	2	-1	-1
223415	RES	330	39	37	69	36	38	69	2	-1	0
223417	RES	369	42	41	69	40	42	69	2	-1	0
223423	RES	330	43	41	67	40	42	67	3	-1	0
223424	RES	443	38	36	67	36	38	67	2	-1	0
223426	RES	404	40	39	71	38	40	71	2	-1	0
223432	RES	46	59	57	91	57	59	92	2	-1	-1
223433	RES	685	34	33	59	31	33	59	3	0	0
223436	RES	72	52	50	84	49	51	85	2	-1	-1
223437	RES	429	41	40	68	39	41	68	2	-1	0
223438	RES	122	51	49	80	48	50	81	2	-1	-1
223442	RES	617	31	29	64	28	30	64	3	0	0
223443	RES	604	31	30	61	28	30	61	3	0	0
223447	RES	294	43	42	73	41	43	73	2	-1	0
223455	RES	578	31	30	64	28	30	64	3	0	0
223459	RES	471	39	38	68	37	39	68	2	-1	0
223460	RES	150	46	45	79	44	46	79	2	-1	0
223471	RES	322	43	42	71	41	43	71	3	-1	-1
223479	RES	565	32	30	62	29	31	62	3	0	0
223481	RES	247	39	37	69	36	38	69	2	-1	0
223483	RES	765	34	33	65	31	33	65	3	0	0
223484	RES	469	41	40	69	39	41	69	2	-1	0
223485	RES	519	33	32	63	30	32	63	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
223486	RES	536	32	31	60	29	31	60	3	0	0
223495	RES	153	45	44	78	43	45	79	2	-1	-1
223496	RES	840	29	27	56	26	28	56	3	-1	0
223502	RES	809	32	31	64	30	32	64	2	-1	0
223503	RES	500	37	36	66	34	36	66	3	-1	-1
223506	RES	826	34	32	65	31	33	65	2	-1	0
223508	RES	779	32	31	64	30	32	64	3	-1	0
223510	RES	123	51	50	81	49	51	81	2	-1	0
223513	RES	768	32	31	64	29	31	64	3	-1	0
223517	RES	135	49	47	78	47	48	78	2	-1	0
223519	RES	114	46	45	79	44	46	80	2	-1	-1
223520	RES	157	49	47	78	46	48	78	2	-1	0
223522	RES	738	32	30	64	29	31	64	3	-1	0
223523	RES	147	49	47	78	46	48	78	2	-1	0
223524	RES	440	42	40	69	39	41	70	3	-1	0
223525	RES	728	31	30	64	28	30	64	3	-1	0
223528	RES	167	48	47	77	46	48	77	2	-1	0
223531	RES	424	42	40	70	39	41	70	2	-1	0
223532	RES	150	47	45	77	44	46	78	3	-1	-1
223539	RES	177	48	47	77	46	48	77	2	-1	0
223540	RES	376	41	40	70	39	41	70	2	-1	0
223541	RES	326	43	41	72	40	42	72	3	-1	0
223542	RES	205	47	46	75	45	47	76	2	-1	-1
223543	RES	398	42	41	69	39	41	69	3	-1	0
223544	RES	230	47	45	74	44	46	74	2	-1	0
223545	RES	195	48	46	76	45	47	76	2	-1	0
223546	RES	355	44	42	71	41	43	71	3	-1	0
223551	RES	113	48	47	81	46	48	81	2	-1	-1
223552	RES	240	47	46	75	45	47	75	2	-1	0
223553	RES	197	47	45	77	44	46	77	2	-1	0
223561	RES	275	43	42	73	41	43	73	2	-1	0
223569	RES	353	42	41	71	39	41	71	3	-1	0
223570	RES	289	47	45	75	44	46	75	2	-1	0
223573	RES	116	47	45	80	45	47	81	2	-1	-1
223574	RES	236	45	44	75	43	45	75	3	-1	0
223577	RES	311	46	44	73	44	45	73	2	-1	0
223578	RES	332	45	44	71	43	45	72	2	-1	0
223580	RES	538	32	31	63	29	31	63	3	0	0
223581	RES	534	44	43	73	41	43	73	2	-1	0
223582	RES	551	32	30	62	29	31	62	3	0	0
223584	RES	512	33	32	65	30	32	65	3	-1	0
223585	RES	390	45	44	72	43	45	72	2	-1	0
223587	RES	378	45	44	72	43	45	72	2	-1	0
223588	RES	406	44	42	72	41	43	72	2	-1	0
223591	RES	478	43	42	74	41	43	74	3	-1	0
223593	RES	494	36	34	67	34	35	67	2	-1	0
223594	RES	400	45	43	73	42	44	73	2	-1	0
223595	RES	445	45	43	73	42	44	73	2	-1	0
223596	RES	434	44	43	73	42	44	73	2	-1	0
223597	RES	475	38	37	69	36	38	69	2	-1	-1
223599	RES	450	39	38	70	37	39	70	2	-1	0
223600	RES	434	40	38	69	38	39	69	2	-1	0
223601	RES	420	41	40	69	39	41	70	2	-1	-1
223602	RES	408	40	38	69	38	39	70	2	-1	-1
223603	RES	395	41	40	70	39	41	70	2	-1	0
223604	RES	594	40	39	70	38	40	70	3	-1	0
223607	RES	367	42	41	71	40	42	71	2	-1	0
223608	RES	338	42	40	71	40	42	72	2	-1	-1
223610	RES	65	57	55	88	54	56	88	2	-1	0
223611	RES	320	42	41	71	40	42	71	2	-1	-1
223618	RES	307	42	40	72	40	42	72	2	-1	0
223619	RES	287	42	40	72	40	42	72	2	-1	-1
223620	RES	247	47	45	75	44	46	75	2	-1	0
223632	RES	253	47	45	75	44	46	76	2	-1	0
223643	RES	244	47	45	75	44	46	76	2	-1	0
223653	RES	247	46	45	75	44	46	76	2	-1	0
223663	RES	569	32	31	68	30	32	68	3	0	0
223665	RES	554	33	32	66	30	32	66	3	0	0
223668	RES	528	33	32	67	31	32	67	3	0	0
223669	RES	138	47	45	78	45	46	78	2	-1	0
223670	RES	114	53	52	82	51	53	82	3	-1	0
223678	RES	512	34	33	67	32	34	67	3	-1	0
223682	RES	489	36	35	68	33	35	68	3	-1	0
223687	RES	441	40	39	70	38	40	70	2	-1	0
223690	RES	199	46	44	77	44	46	77	2	-1	0
223691	RES	466	38	37	69	36	38	69	2	-1	0
223696	RES	357	40	39	71	38	40	71	2	-1	0
223697	RES	241	46	44	76	44	45	76	2	-1	0
223698	RES	409	40	39	70	38	40	70	2	-1	0
223700	RES	393	43	41	70	40	42	70	3	-1	0
223701	RES	111	54	52	82	51	53	82	3	-1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
223702	RES	258	44	42	74	42	43	74	2	-1	0
223706	RES	283	43	42	73	41	43	73	2	-1	0
223708	RES	304	43	41	73	41	43	73	2	-1	0
223710	RES	336	41	40	70	39	41	71	2	-1	-1
223711	RES	318	42	40	72	40	42	72	2	-1	0
223716	RES	298	42	40	71	40	41	71	2	-1	-1
223717	RES	193	41	39	74	39	41	75	2	-2	0
223718	RES	340	41	39	72	39	40	72	2	-1	0
223720	RES	323	41	39	71	39	41	72	2	-1	-1
223724	RES	106	54	53	82	51	53	82	3	-1	0
223725	RES	273	44	42	73	42	43	74	2	-1	0
223731	RES	245	46	44	74	43	45	74	2	-1	0
223733	RES	404	41	40	70	39	41	70	2	-1	0
223734	RES	378	43	42	72	41	43	72	2	-1	0
223736	RES	418	42	41	73	39	41	73	3	-1	0
223742	RES	190	43	41	74	40	42	74	2	-1	0
223744	RES	441	41	40	72	39	41	72	2	-1	0
223746	RES	114	54	53	82	52	53	82	3	-1	0
223747	RES	473	41	39	71	39	41	71	2	-1	0
223748	RES	482	42	40	70	39	41	70	2	-1	0
223760	RES	195	41	40	72	39	41	72	2	-1	0
223765	OED	191	41	40	70	39	41	70	2	-1	0
223767	RES	543	42	41	73	40	42	73	2	-1	0
223778	OED	172	46	44	76	44	46	76	2	-1	0
223781	RES	122	54	53	82	51	53	82	3	-1	0
223786	OED	146	48	47	78	46	48	79	2	-1	0
223790	RES	196	40	39	72	38	40	72	2	-1	0
223791	RES	592	39	37	71	36	38	71	2	-1	0
223803	RES	534	41	40	71	39	41	71	2	-1	0
223805	RES	108	54	53	82	52	53	82	3	-1	0
223813	RES	193	42	41	73	40	42	73	2	-1	0
223819	RES	233	45	44	75	43	44	75	2	-1	0
223822	RES	315	44	42	74	41	43	74	2	-1	0
223830	RES	260	44	43	75	42	44	75	2	-1	0
223831	RES	284	44	43	73	42	44	73	2	-1	0
223834	OOA	84	59	58	92	57	59	92	3	-1	0
223843	RES	113	54	53	82	52	53	82	3	-1	0
223844	RES	531	44	42	71	41	43	71	2	-1	0
223847	RES	767	32	31	66	30	31	66	3	0	0
223850	OED	151	46	45	78	44	46	79	2	-1	-1
223853	RES	342	44	42	74	41	43	74	2	-1	0
223860	RES	187	42	40	74	39	41	74	2	-1	0
223866	RES	423	44	42	76	41	43	76	2	-1	0
223869	RES	634	35	33	67	32	34	67	3	0	0
223870	RES	381	44	43	74	42	44	74	2	-1	0
223874	RES	398	43	42	74	41	43	74	2	-1	0
223875	RES	108	54	53	82	51	53	82	3	-1	0
223879	RES	443	44	43	73	42	44	73	2	-1	0
223880	OED	174	45	43	77	42	44	78	2	-1	-1
223885	RES	851	34	33	66	31	33	66	3	0	0
223888	RES	464	44	43	73	42	44	73	2	-1	0
223893	RES	198	42	41	73	40	42	74	2	-1	-1
223897	RES	483	44	43	73	41	43	73	2	-1	0
223900	RES	537	43	41	74	40	42	74	2	-1	0
223903	RES	244	46	45	76	44	46	76	2	-1	0
223907	RES	125	54	53	83	52	54	83	3	-1	0
223909	RES	293	41	40	71	39	41	71	2	-1	0
223914	RES	585	41	39	71	38	40	71	2	-1	0
223918	RES	197	42	41	73	39	41	74	2	-1	-1
223921	RES	335	41	40	74	39	41	74	2	-1	0
223923	RES	612	38	37	71	36	38	71	2	-1	0
223927	RES	633	39	37	70	36	38	70	2	-1	0
223928	RES	241	47	45	76	44	46	76	2	-1	0
223936	RES	387	42	41	75	40	42	75	2	-1	0
223945	RES	194	42	41	73	40	42	73	2	-1	0
223946	RES	332	41	40	76	38	40	76	2	-1	0
223949	RES	429	40	39	74	38	40	74	2	-1	0
223952	RES	112	54	53	82	52	54	82	3	-1	0
223957	RES	381	42	41	75	40	42	75	2	-1	0
223961	RES	960	34	33	63	31	33	63	3	0	0
223965	RES	445	39	38	72	37	39	72	2	-1	0
223966	RES	522	43	42	73	41	43	73	3	-1	0
223969	RES	247	44	43	76	42	44	76	2	-1	0
223970	RES	198	42	41	74	39	41	74	3	0	0
223971	RES	763	36	35	67	33	35	67	3	0	0
223976	RES	475	40	38	73	37	39	73	2	-1	0
223983	RES	334	39	37	71	37	39	71	2	-1	0
223985	RES	122	54	52	83	51	53	83	3	-1	0
223988	RES	1001	35	34	65	32	34	65	3	0	0
223991	RES	381	43	42	75	41	42	75	2	-1	0
224005	RES	527	44	43	72	42	44	72	2	-1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
224014	RES	198	40	38	69	37	39	69	2	-1	0
224017	RES	852	31	30	63	29	31	63	3	0	0
224018	RES	332	41	40	73	39	41	73	2	-1	0
224020	RES	122	54	52	84	51	53	84	3	-1	0
224025	RES	385	44	42	76	41	43	76	2	-1	0
224032	RES	244	44	42	78	41	43	78	2	-1	0
224033	RES	523	44	43	74	42	44	74	2	-1	0
224035	OED	597	42	40	73	39	41	73	3	-1	0
224038	RES	198	44	42	74	41	43	74	2	-1	0
224043	RES	337	43	42	76	41	43	76	2	-1	0
224046	RES	465	41	40	70	39	41	70	3	0	0
224055	RES	389	45	43	76	42	44	76	2	-1	0
224065	RES	197	44	43	76	42	44	76	2	-1	0
224068	RES	469	44	43	76	42	44	76	2	-1	0
224071	RES	241	43	42	78	41	43	78	2	-1	0
224074	RES	557	43	42	76	41	43	76	2	-1	0
224078	RES	309	43	41	76	41	43	76	2	-1	0
224079	RES	382	45	44	76	43	45	76	2	-1	0
224082	RES	282	43	41	77	41	43	77	2	-1	0
224088	RES	766	40	39	68	37	39	68	3	0	0
224094	RES	336	44	43	76	42	44	76	2	-1	0
224096	OED	656	40	39	73	37	39	73	3	0	0
224098	OED	608	43	41	72	40	42	72	3	-1	0
224109	RES	378	45	44	77	43	45	77	2	-1	0
224114	RES	988	32	31	65	29	31	65	3	0	0
224136	RES	527	44	43	76	42	44	76	2	-1	0
224159	OED	587	44	43	77	42	44	77	2	-1	0
224174	RES	901	37	36	64	34	36	64	3	0	0
224563	RES	124	50	48	80	48	50	79	2	-1	2
224590	RES	108	51	49	81	48	50	79	3	0	2
224629	RES	617	41	40	68	38	40	68	3	0	0
224632	RES	127	47	46	79	46	48	77	1	-2	2
224640	RES	57	59	57	88	55	56	89	4	1	-1
224653	RES	57	58	57	88	55	56	89	4	1	-1
224654	RES	737	42	41	67	40	42	67	3	0	0
224666	RES	135	45	44	75	46	48	77	-1	-4	-1
224670	RES	59	58	57	88	55	56	89	4	0	-1
224671	RES	543	41	41	70	39	41	70	3	0	0
224674	RES	492	42	41	70	39	41	70	3	0	0
224676	RES	760	43	42	68	40	42	68	3	0	0
224687	RES	713	43	42	69	40	42	69	3	0	0
224688	RES	129	46	45	78	46	48	77	1	-3	1
224691	RES	58	58	57	87	55	56	89	3	0	-2
224713	RES	60	58	57	88	55	56	89	4	0	-1
224716	RES	127	47	45	78	46	48	77	1	-2	1
224717	RES	725	42	41	69	40	42	69	3	0	0
224724	RES	55	58	57	88	55	56	89	4	1	-1
224734	OPW	64	58	57	88	55	56	89	4	1	-1
224738	RES	124	48	47	80	46	48	77	3	0	3
224756	RES	410	37	36	72	34	36	72	3	0	0
224765	RES	381	43	42	75	40	42	75	3	0	0
224775	RES	425	40	39	69	37	39	69	3	0	0
224779	RES	406	42	41	73	39	41	73	2	0	0
224782	RES	463	40	39	69	37	39	69	3	0	0
224786	RES	312	44	43	72	40	42	70	4	1	1
224793	RES	126	48	46	80	44	46	75	4	1	5
224795	RES	428	36	36	68	34	36	68	3	0	0
224801	RES	73	57	55	86	53	54	87	4	1	-1
224802	RES	470	40	39	68	37	39	68	2	0	0
224804	RES	318	41	40	73	39	41	73	3	0	0
224807	RES	257	38	37	68	34	36	68	3	1	0
224820	RES	322	44	43	73	41	43	72	2	0	0
224828	RES	402	42	42	70	40	42	70	2	0	0
224833	RES	253	42	41	72	39	41	72	3	0	0
224834	RES	60	58	57	89	55	56	89	4	0	0
224838	OME	543	40	39	67	37	39	67	3	0	0
224842	RES	305	43	42	72	41	43	72	2	0	0
224851	RES	177	45	44	75	43	45	75	2	-1	0
224857	RES	313	43	42	71	41	43	71	3	0	0
224858	RES	258	42	42	70	40	42	69	3	0	0
224859	RES	50	58	56	89	55	56	89	3	0	0
224861	RES	125	45	43	76	40	42	71	5	2	5
224866	RES	360	36	35	62	33	35	62	3	0	0
224869	RES	339	36	35	61	32	34	61	3	0	0
224871	RES	194	45	44	76	42	44	76	2	-1	0
224873	RES	317	42	41	69	39	41	69	3	0	0
224875	RES	51	57	56	89	55	56	89	3	0	0
224877	RES	256	40	39	71	38	40	71	3	0	0
224883	RES	124	44	43	76	42	44	77	2	-1	-1
224887	RES	365	37	36	64	34	36	64	3	0	0
224893	RES	182	46	45	75	43	45	75	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
224895	RES	409	36	35	64	33	35	64	3	0	0
224896	RES	323	40	39	66	37	39	66	3	0	0
224901	RES	63	57	56	89	55	56	89	3	-1	0
224903	RES	254	41	40	71	38	40	71	3	0	0
224912	RES	126	42	41	71	40	42	71	3	0	0
224913	RES	604	42	41	71	39	41	71	2	0	0
224920	RES	182	44	43	74	42	44	74	3	0	0
224921	RES	329	36	35	64	33	35	64	3	0	0
224925	RES	758	38	37	69	36	38	69	2	0	0
224926	RES	69	57	56	89	55	57	89	3	-1	0
224928	RES	382	39	38	73	37	38	73	3	0	0
224931	RES	315	40	39	68	37	39	68	3	0	0
224932	RES	905	39	38	67	37	39	67	2	0	-1
224933	RES	255	39	38	68	36	38	68	3	0	0
224934	RES	305	47	46	75	44	46	75	3	0	0
224935	RES	904	39	38	68	37	39	68	2	0	1
224938	RES	248	48	47	75	45	47	75	3	0	0
224940	RES	465	40	40	69	38	40	69	3	0	0
224941	RES	116	46	45	79	44	46	79	2	-1	-1
224949	RES	398	35	34	70	33	35	70	2	-1	0
224955	RES	50	57	56	89	55	57	89	3	-1	0
224956	RES	320	46	45	75	43	45	75	3	0	0
224960	RES	185	44	43	73	41	43	73	3	0	-1
224962	RES	426	40	40	71	38	40	71	3	0	0
224969	RES	318	40	40	70	38	40	70	3	0	0
224970	RES	407	40	40	70	38	40	70	3	0	0
224971	RES	663	36	36	69	34	35	68	3	0	0
224972	RES	255	39	38	69	37	39	69	3	0	0
224977	RES	391	40	39	69	37	39	69	3	0	0
224980	RES	130	44	43	77	42	44	78	2	-1	0
224981	RES	897	37	36	66	35	37	66	2	0	0
224982	RES	359	40	39	71	37	39	71	3	0	0
224984	RES	916	37	36	66	34	36	66	2	0	0
224985	RES	341	41	40	70	38	40	70	3	0	0
224988	RES	627	41	41	70	39	41	70	2	0	0
224989	RES	413	36	35	69	33	35	69	3	0	0
224990	RES	180	43	42	75	41	43	74	3	0	1
224993	RES	312	42	41	74	39	41	74	3	0	0
224996	RES	51	57	56	89	55	57	89	3	-1	0
224997	RES	256	40	39	68	37	39	68	3	0	0
224998	RES	329	46	45	75	43	45	75	3	0	0
225011	RES	125	41	40	74	39	41	74	3	0	0
225016	RES	463	41	40	68	39	41	68	3	0	0
225018	RES	180	45	44	79	43	45	79	3	0	0
225019	RES	58	58	56	89	55	57	89	3	-1	0
225020	RES	344	46	45	75	43	45	75	3	0	0
225024	RES	409	39	38	69	36	38	69	2	0	0
225029	RES	124	47	46	83	45	47	83	2	0	0
225032	RES	675	40	40	69	38	40	69	2	0	0
225034	RES	463	40	39	68	38	40	68	3	0	0
225035	RES	396	40	39	71	37	39	72	3	0	0
225036	RES	356	46	45	75	43	45	75	3	0	0
225041	RES	50	58	57	90	55	57	90	3	0	0
225045	RES	420	38	37	66	35	37	66	3	0	0
225047	RES	351	40	39	70	38	40	70	3	0	0
225052	RES	291	39	38	69	36	38	70	3	0	-1
225054	RES	280	41	40	75	38	40	75	3	0	0
225055	RES	467	40	39	69	38	39	69	3	0	0
225056	RES	380	46	45	76	43	45	76	3	0	0
225063	RES	249	41	40	75	38	40	75	2	0	0
225064	RES	259	41	40	75	39	41	75	3	0	0
225067	RES	231	42	41	77	40	42	77	2	-1	0
225073	RES	214	42	41	77	40	42	77	2	0	0
225074	RES	200	41	40	73	38	40	74	2	-1	-1
225077	RES	463	38	37	69	36	37	69	3	0	0
225079	RES	181	43	41	77	40	42	77	2	-1	-1
225080	RES	169	43	42	78	41	43	78	2	-1	-1
225081	RES	421	38	37	68	35	37	68	3	0	0
225083	RES	466	39	38	68	36	38	68	3	0	0
225084	RES	438	43	42	75	40	42	74	3	0	0
225086	RES	401	39	38	68	36	38	68	3	0	0
225088	RES	157	44	43	80	42	44	80	2	-1	0
225089	RES	366	38	37	67	35	37	66	3	0	0
225090	RES	138	44	43	78	42	44	79	2	-1	0
225092	RES	123	45	44	79	43	45	80	2	-1	-1
225094	RES	341	38	37	67	35	37	67	3	0	0
225095	RES	104	48	47	84	46	48	84	2	-1	0
225097	RES	335	40	39	67	37	39	67	3	0	0
225100	RES	79	52	52	88	49	51	88	3	0	0
225103	RES	62	53	53	89	50	52	88	3	0	1
225106	RES	47	59	58	93	56	58	92	3	0	1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225107	RES	421	45	44	75	42	44	75	3	0	0
225119	RES	498	40	39	73	37	39	73	3	0	0
225127	RES	415	36	35	65	34	35	65	3	0	0
225128	RES	450	39	39	68	36	38	68	3	0	0
225130	RES	399	37	37	66	34	36	66	3	0	0
225133	RES	502	35	33	70	32	34	70	2	-1	0
225136	RES	377	37	36	64	34	36	64	3	0	0
225141	RES	188	40	39	72	37	39	72	3	0	0
225144	RES	355	38	37	65	35	37	65	3	0	0
225146	RES	293	41	41	76	39	41	75	3	0	0
225149	RES	271	41	40	75	38	40	75	3	0	0
225150	RES	244	42	41	75	39	41	75	3	0	0
225152	RES	523	33	32	68	31	33	68	2	-1	0
225155	RES	335	42	41	74	39	41	74	3	0	0
225156	RES	257	42	41	76	39	41	76	3	0	0
225158	RES	454	44	43	74	41	43	74	3	0	0
225160	RES	223	42	41	76	39	41	76	3	0	0
225162	RES	205	41	40	74	38	40	74	3	0	0
225166	RES	188	44	43	78	41	43	78	3	0	0
225168	RES	53	59	59	93	56	58	92	3	0	1
225170	RES	172	45	44	79	42	44	79	3	0	0
225172	RES	537	35	34	64	32	34	64	3	0	0
225173	RES	137	46	45	81	43	45	81	3	0	0
225176	RES	152	46	45	81	43	45	81	3	0	0
225178	RES	336	42	41	74	39	41	74	3	0	0
225181	RES	121	48	48	84	46	47	84	3	0	0
225182	RES	55	59	58	93	56	58	92	3	0	1
225183	RES	104	50	49	85	47	49	84	3	0	0
225189	RES	52	59	59	93	56	58	92	3	0	1
225190	RES	288	41	40	75	38	40	75	3	0	0
225192	RES	280	41	40	75	38	40	75	3	0	0
225193	RES	556	38	37	70	35	37	70	3	0	0
225195	RES	259	42	41	76	39	41	76	3	0	0
225196	RES	243	42	42	77	39	41	77	3	0	0
225198	RES	332	41	40	67	38	40	67	3	0	0
225199	RES	481	43	42	73	41	43	73	3	0	0
225200	RES	220	43	42	78	40	42	78	3	0	0
225201	RES	202	44	43	78	41	43	78	3	0	0
225202	RES	232	42	42	77	40	42	77	3	0	0
225203	RES	188	44	43	79	41	43	79	3	0	0
225205	RES	170	45	44	80	42	44	80	3	0	0
225206	RES	250	49	48	79	47	48	79	3	0	0
225209	RES	572	37	36	67	34	36	67	3	0	0
225210	RES	150	45	45	81	43	45	81	3	0	0
225212	RES	122	48	47	83	45	47	83	3	0	0
225214	RES	499	43	42	73	40	42	73	3	0	0
225216	RES	314	45	44	76	42	44	76	3	0	0
225220	RES	104	49	48	85	46	48	85	3	0	0
225222	RES	52	60	59	93	57	58	92	3	0	1
225225	RES	516	43	42	73	40	42	73	3	0	0
225228	RES	596	35	34	69	32	34	69	3	0	0
225239	RES	63	59	59	93	56	58	92	3	0	1
225243	RES	599	35	34	66	32	34	66	3	0	0
225246	RES	115	54	54	86	52	54	86	3	0	0
225249	RES	337	41	40	72	38	40	72	3	0	0
225250	RES	522	43	42	72	40	42	72	3	0	0
225252	RES	276	43	42	76	40	42	75	3	0	0
225256	RES	57	59	59	93	56	58	92	3	0	1
225257	RES	324	44	43	76	41	43	76	3	0	0
225262	RES	243	47	47	80	45	47	80	3	0	0
225265	RES	289	40	40	73	38	40	73	3	0	0
225266	RES	623	34	33	64	32	33	64	3	0	0
225267	RES	257	41	41	75	39	41	75	3	0	0
225268	RES	535	42	41	72	40	42	72	3	0	0
225269	RES	344	42	40	74	39	41	74	3	0	0
225270	RES	269	44	43	76	41	43	76	3	0	0
225272	RES	222	49	48	79	46	48	79	3	0	0
225273	RES	354	40	39	71	38	39	71	3	-1	0
225275	RES	229	43	43	77	41	43	77	3	0	0
225276	RES	238	42	42	76	40	42	76	3	0	0
225279	RES	52	59	59	93	56	58	92	3	0	1
225281	RES	197	49	48	79	46	48	79	3	0	0
225282	RES	165	50	49	84	48	50	84	3	0	0
225284	RES	190	44	43	78	41	43	78	3	0	0
225285	RES	599	36	36	66	34	36	66	3	0	0
225286	RES	171	45	44	80	42	44	79	3	0	0
225287	RES	373	39	38	70	36	38	70	3	0	0
225290	RES	73	57	56	90	54	56	90	3	0	-1
225292	RES	155	46	45	80	43	45	80	3	0	0
225293	RES	122	47	47	82	44	46	82	3	0	0
225294	RES	146	47	47	82	45	47	82	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225295	RES	584	36	35	66	33	35	66	3	0	0
225296	RES	146	53	52	84	50	52	84	3	0	0
225297	RES	404	40	39	70	37	39	70	3	0	0
225299	RES	52	60	59	93	57	59	92	3	0	1
225300	RES	573	41	41	71	39	41	71	3	0	0
225301	RES	102	50	49	85	47	49	85	3	0	0
225304	RES	52	60	59	93	57	58	92	3	0	1
225305	RES	278	42	41	74	39	41	74	3	0	0
225309	RES	296	40	40	75	38	40	75	3	0	0
225311	RES	274	42	42	77	40	42	77	3	0	0
225316	RES	333	41	40	70	38	40	70	3	0	0
225318	RES	238	45	44	75	42	44	75	3	0	0
225319	RES	256	42	42	77	39	41	77	3	0	0
225320	RES	241	43	42	78	40	42	77	3	0	0
225323	RES	223	44	43	74	41	43	74	3	0	0
225326	RES	213	45	44	75	42	44	76	3	0	0
225328	RES	221	43	43	78	41	43	78	3	0	0
225330	RES	209	43	43	78	41	43	77	3	0	0
225332	RES	189	44	43	78	41	43	78	3	0	0
225333	RES	169	45	44	79	42	44	79	3	0	0
225335	RES	200	48	48	81	46	47	82	3	0	0
225337	RES	155	44	44	79	42	44	79	3	0	0
225338	RES	283	41	40	70	38	40	68	3	0	2
225342	RES	324	41	40	68	38	40	68	3	0	0
225346	RES	136	48	47	84	45	47	84	3	0	0
225349	RES	982	36	35	65	34	36	65	2	0	0
225352	RES	122	51	50	85	48	50	85	3	0	0
225356	RES	926	37	36	65	34	36	65	2	0	0
225363	RES	381	39	38	69	36	38	69	3	0	0
225366	RES	50	60	59	93	57	59	92	3	0	1
225367	RES	340	40	39	69	37	39	69	3	0	0
225372	RES	282	41	41	73	39	41	72	3	0	1
225375	RES	330	41	40	69	38	40	69	3	0	0
225379	RES	175	49	48	83	46	48	83	3	0	0
225382	RES	151	51	50	84	48	50	84	3	0	0
225386	RES	1512	43	43	67	36	38	64	8	5	4
225388	RES	50	60	59	93	57	59	92	3	0	1
225392	RES	333	41	40	69	38	40	69	3	0	0
225396	RES	193	47	46	82	45	46	82	3	0	0
225401	RES	215	46	45	80	43	45	80	3	0	0
225403	RES	237	42	41	73	39	41	73	3	0	0
225411	RES	274	40	39	69	37	39	69	3	0	0
225413	RES	290	39	39	70	37	39	70	3	0	0
225414	RES	289	41	41	73	38	40	73	3	0	0
225419	RES	725	37	36	67	34	36	66	3	0	0
225421	RES	372	40	39	72	37	39	72	3	0	0
225422	RES	326	42	41	73	39	41	73	3	0	0
225424	RES	248	42	41	75	39	41	75	3	0	0
225426	RES	240	43	42	77	40	42	77	3	0	0
225428	RES	227	44	43	78	41	43	78	3	0	0
225429	RES	205	43	43	77	41	43	77	3	0	0
225430	RES	398	40	39	72	37	39	72	3	0	0
225431	RES	195	44	43	78	41	43	78	3	0	0
225434	RES	424	39	38	70	36	38	70	3	0	0
225435	RES	424	42	41	72	39	41	72	3	0	0
225436	RES	175	44	43	78	41	43	78	3	0	0
225437	RES	113	56	55	86	53	55	86	3	0	0
225438	RES	60	60	59	93	57	59	92	3	0	1
225439	RES	152	43	42	76	40	42	76	3	0	0
225441	RES	141	52	51	84	49	51	84	3	0	0
225444	RES	453	39	38	70	36	38	70	3	0	0
225446	RES	159	49	49	83	47	49	83	3	0	0
225447	RES	183	47	47	81	45	47	81	3	0	0
225449	RES	138	46	45	81	43	45	80	3	0	0
225450	RES	335	42	41	75	39	41	75	3	0	0
225451	RES	194	47	46	80	44	46	80	3	0	0
225452	RES	220	45	45	79	42	44	79	3	0	0
225454	RES	119	47	47	82	44	46	81	3	0	0
225455	RES	54	59	59	92	56	58	92	3	0	1
225457	RES	104	48	47	83	45	47	82	3	0	0
225465	RES	260	43	43	78	41	43	78	3	0	0
225467	RES	332	40	39	68	37	39	68	3	0	0
225472	RES	289	42	42	77	40	42	77	3	0	0
225473	RES	326	42	42	76	40	42	76	3	0	0
225476	RES	290	42	41	75	39	41	75	3	0	0
225477	RES	273	42	41	76	39	41	76	3	0	0
225481	RES	236	45	44	78	42	44	78	3	0	0
225482	RES	1406	41	40	66	39	41	67	2	0	-1
225483	RES	258	42	41	75	39	41	75	3	0	0
225484	RES	240	43	42	77	40	42	76	3	0	0
225486	RES	351	39	39	68	37	38	68	3	0	0

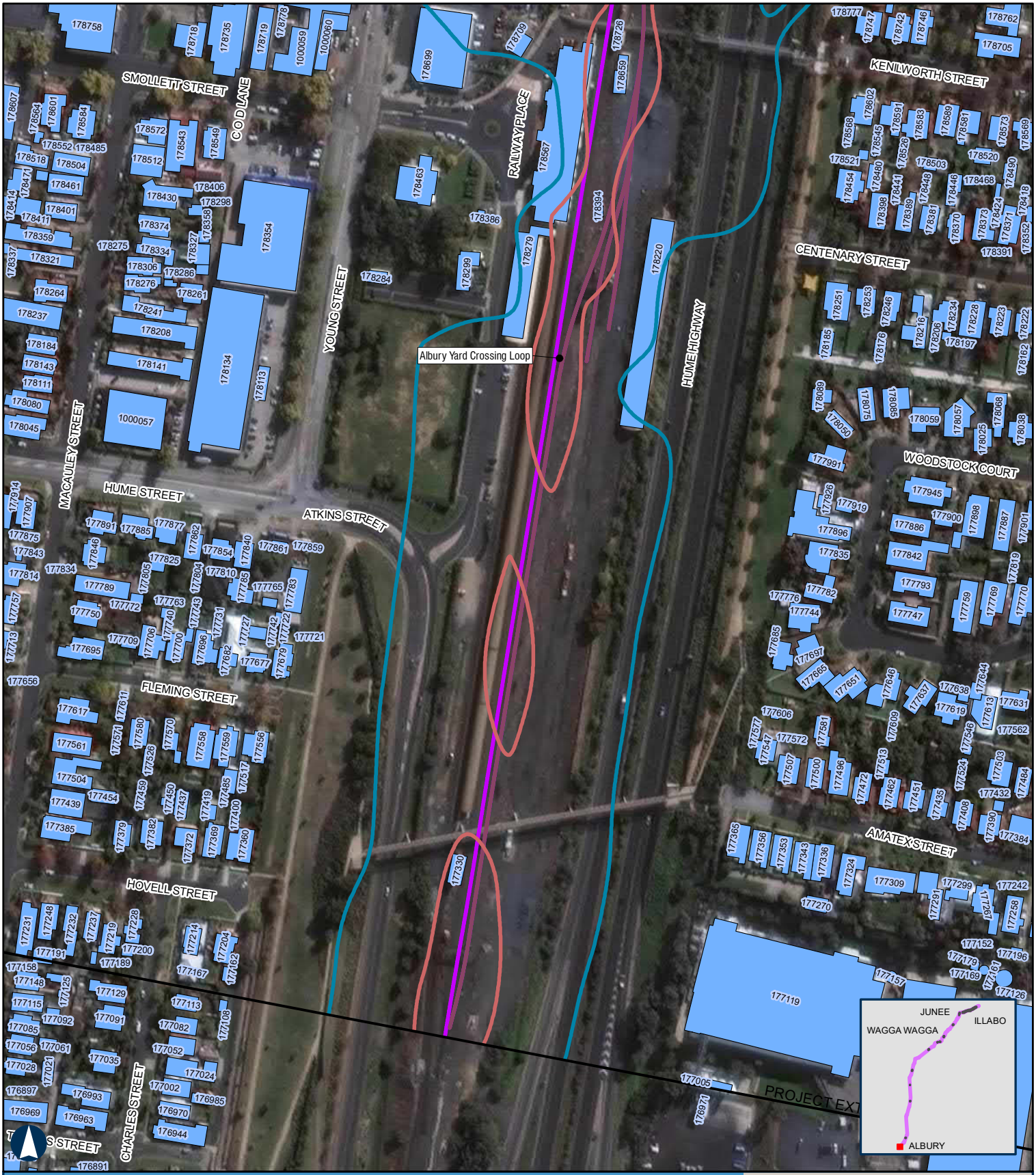
Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225487	RES	404	41	40	73	38	40	73	3	0	0
225488	RES	355	39	38	69	36	38	69	3	0	0
225489	RES	223	43	42	76	40	42	76	3	0	0
225490	RES	1395	35	34	61	39	41	67	-4	-7	-6
225491	RES	437	40	39	72	37	39	72	3	0	0
225492	RES	1423	43	42	68	40	42	69	3	0	-1
225493	RES	422	38	38	67	35	37	67	3	0	0
225494	RES	204	43	43	77	41	43	77	3	0	0
225495	RES	455	39	38	71	36	38	71	3	0	0
225496	RES	447	39	38	71	36	38	71	3	0	0
225498	RES	467	39	38	70	36	38	70	3	0	0
225500	RES	189	44	44	79	42	44	78	3	0	0
225503	RES	491	38	37	67	36	38	67	3	0	0
225505	RES	151	45	45	80	42	44	80	3	0	0
225506	RES	171	43	43	76	41	43	75	3	0	0
225508	RES	291	38	38	70	35	37	70	3	0	0
225511	RES	124	47	46	81	44	46	81	3	0	0
225517	RES	1421	41	41	68	37	39	67	4	1	1
225522	RES	101	48	47	82	45	47	82	3	0	0
225524	RES	1380	34	33	59	39	41	67	-5	-8	-8
225531	RES	53	60	59	92	56	58	92	3	0	1
225538	RES	134	54	53	85	51	53	85	3	0	0
225541	RES	790	36	35	66	33	35	66	2	0	0
225548	RES	150	50	49	83	47	49	83	3	0	0
225554	RES	170	48	48	82	45	47	82	3	0	0
225558	RES	53	59	58	92	56	58	92	3	0	1
225562	RES	216	44	43	76	41	43	76	3	0	0
225564	RES	198	47	46	80	44	46	80	3	0	0
225571	RES	232	44	44	78	41	43	78	3	0	0
225572	RES	250	45	44	78	42	44	78	3	0	0
225578	RES	270	44	43	77	41	43	77	3	0	0
225581	RES	336	41	40	72	38	40	71	3	0	1
225583	RES	50	60	59	93	57	59	92	3	0	1
225588	RES	339	42	41	75	39	41	76	3	0	0
225590	RES	299	42	41	74	39	41	74	3	0	0
225594	RES	272	41	40	72	38	40	72	3	0	0
225597	RES	351	41	40	72	38	40	72	3	0	0
225598	RES	293	43	43	77	40	42	77	3	0	0
225600	RES	256	42	41	75	39	41	75	3	0	0
225602	RES	365	41	40	72	38	40	72	3	0	0
225608	RES	244	43	42	76	40	42	77	3	0	0
225610	RES	190	45	44	79	42	44	79	2	0	0
225611	RES	418	40	39	71	37	39	71	3	0	0
225612	RES	401	40	40	72	38	40	73	3	0	0
225614	RES	1302	29	29	57	38	40	67	-9	-12	-10
225615	RES	55	60	59	93	56	58	92	3	0	1
225616	RES	222	42	41	73	39	41	73	3	0	0
225617	RES	117	56	55	86	53	55	86	3	0	0
225618	RES	135	52	51	84	49	51	84	3	0	0
225620	RES	159	49	49	83	46	48	82	3	0	0
225621	RES	453	38	37	68	35	37	69	3	0	0
225622	RES	204	44	44	79	42	44	79	3	0	0
225624	RES	159	46	45	78	43	45	78	2	0	0
225626	RES	436	40	39	72	37	39	72	3	0	0
225627	RES	175	46	45	80	44	46	80	2	0	0
225629	RES	183	48	47	81	45	47	81	3	0	0
225631	RES	552	41	41	71	39	41	72	2	0	0
225632	RES	486	39	39	71	36	38	71	3	0	0
225633	RES	513	39	38	71	36	38	71	3	0	0
225636	RES	200	46	46	80	43	45	80	3	0	0
225637	RES	140	49	48	82	46	48	82	3	0	0
225638	RES	210	45	45	79	43	45	79	3	0	0
225639	RES	1293	30	30	57	39	41	67	-8	-11	-10
225640	RES	119	52	51	84	48	50	84	3	0	0
225642	RES	57	60	59	93	57	59	92	3	0	1
225643	RES	333	41	41	74	39	41	74	3	0	0
225644	RES	252	43	43	77	41	43	77	3	0	0
225648	RES	469	43	42	72	40	42	72	2	0	0
225649	RES	239	44	43	78	41	43	78	3	0	0
225652	RES	578	38	37	66	35	37	66	3	0	0
225653	RES	273	40	39	69	37	39	69	3	0	-1
225655	RES	552	40	39	72	37	39	72	3	0	0
225659	RES	323	41	40	69	38	40	69	3	0	0
225661	RES	289	42	41	73	39	41	73	3	0	0
225662	RES	298	40	39	70	37	39	70	3	0	1
225665	RES	280	42	41	76	40	41	76	2	0	0
225666	RES	57	60	60	93	57	59	92	3	0	1
225667	RES	334	43	42	75	40	42	75	3	0	0
225668	RES	355	41	40	73	39	41	73	3	0	0
225675	RES	370	41	40	73	38	40	73	3	0	0
225676	RES	396	41	40	73	38	40	73	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225678	RES	336	40	39	68	37	39	68	3	0	0
225679	RES	260	42	42	76	40	42	76	3	0	0
225681	RES	243	44	43	78	41	43	78	3	0	0
225684	RES	408	39	38	69	36	38	69	3	0	0
225687	RES	224	44	43	77	41	43	77	3	0	0
225691	RES	454	39	38	70	37	38	70	3	0	0
225693	RES	210	42	41	73	40	41	72	2	0	0
225695	RES	173	48	47	81	45	47	81	3	1	0
225696	RES	295	41	41	74	39	40	74	3	0	0
225698	RES	477	40	39	71	37	39	71	3	0	0
225699	RES	296	39	38	69	36	38	67	3	0	1
225700	RES	436	39	38	70	36	38	70	3	0	0
225702	RES	741	35	34	65	32	34	65	3	0	0
225704	RES	492	39	39	72	37	39	72	3	0	0
225705	RES	189	47	46	80	44	46	80	3	0	0
225706	RES	154	48	47	81	44	46	81	4	1	0
225707	RES	334	42	41	73	39	41	73	3	0	0
225709	RES	516	38	37	69	35	37	69	3	0	0
225713	RES	139	48	47	81	44	46	81	4	1	0
225717	RES	119	48	47	83	45	47	83	3	0	0
225719	RES	104	49	49	84	47	49	84	3	0	0
225722	RES	571	37	37	69	35	37	69	3	0	0
225723	RES	559	38	37	69	35	37	69	3	0	0
225733	RES	593	37	37	69	35	37	69	3	0	0
225734	RES	615	37	36	65	34	36	65	3	0	0
225737	RES	633	38	37	68	35	37	68	3	0	0
225744	RES	110	56	56	86	53	55	86	3	0	0
225745	RES	660	38	38	68	36	38	68	3	0	0
225751	RES	138	51	50	82	48	50	82	3	0	0
225754	RES	653	37	36	65	34	36	65	3	0	0
225755	RES	184	48	47	79	44	46	80	3	0	0
225756	RES	343	42	41	73	39	41	73	3	0	0
225758	RES	167	49	48	81	46	48	81	3	0	0
225762	RES	64	61	60	92	57	59	91	3	1	1
225763	RES	249	47	46	79	44	46	79	3	0	0
225764	RES	340	43	42	74	40	42	74	3	0	0
225767	RES	225	47	46	78	43	45	78	3	0	0
225779	RES	268	44	43	74	41	43	74	3	0	0
225781	RES	700	36	35	63	33	35	63	3	0	0
225783	RES	271	41	40	74	38	40	74	3	0	0
225784	RES	297	46	45	77	43	45	78	3	0	0
225786	RES	261	43	43	75	40	42	75	3	0	0
225790	RES	202	49	48	80	46	48	80	3	0	0
225791	RES	330	45	44	75	42	44	75	3	0	0
225792	RES	724	34	33	66	31	33	66	3	0	0
225797	RES	378	44	43	75	41	43	75	3	0	0
225801	RES	397	43	42	75	40	42	75	3	0	0
225802	RES	424	42	41	74	39	41	74	3	0	0
225803	RES	447	41	40	73	39	40	73	3	0	0
225806	RES	117	57	56	86	53	55	86	3	0	0
225809	RES	408	43	42	74	41	42	74	3	0	0
225810	RES	435	42	41	73	39	41	73	3	0	0
225811	RES	138	50	50	83	47	49	84	3	0	0
225816	RES	333	43	43	76	40	42	76	3	0	0
225817	RES	175	47	46	80	44	46	80	3	0	0
225819	RES	154	48	47	80	44	46	80	3	0	0
225821	RES	157	50	49	83	47	49	83	4	1	0
225822	RES	466	41	40	73	38	40	73	3	0	0
225825	RES	177	48	47	82	45	47	82	3	0	0
225826	RES	136	48	47	81	45	47	81	4	1	0
225828	RES	120	52	51	83	48	50	83	3	1	0
225830	RES	486	41	40	73	38	40	73	3	0	0
225831	RES	195	48	47	80	44	46	80	4	1	0
225833	RES	105	53	52	85	50	51	85	3	1	0
225839	RES	287	48	48	78	46	47	78	3	0	0
225841	RES	559	41	40	69	38	40	69	3	0	0
225844	RES	579	36	35	67	34	36	67	2	-1	0
225846	RES	605	37	36	69	35	37	69	2	0	0
225848	RES	740	33	32	61	30	32	61	3	0	0
225849	RES	339	47	46	77	44	46	77	3	0	0
225852	RES	53	61	60	93	57	59	92	4	1	1
225854	RES	630	37	36	67	34	36	67	3	0	0
225855	RES	1206	44	43	70	41	43	69	3	0	0
225856	RES	653	34	33	66	32	33	66	3	0	0
225857	RES	834	37	36	64	34	36	64	3	0	0
225859	RES	290	45	44	77	42	44	77	2	0	0
225861	RES	664	33	32	64	30	32	64	3	0	0
225862	RES	402	44	44	75	42	44	75	3	0	0
225863	RES	380	45	44	76	42	44	76	3	0	0
225865	RES	230	46	46	78	44	46	78	3	0	0
225867	RES	220	48	47	80	45	47	80	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225868	RES	438	43	43	74	41	43	74	3	0	0
225872	RES	460	43	42	74	40	42	74	3	0	0
225875	RES	482	42	41	73	39	41	73	3	0	0
225876	RES	167	48	47	81	45	47	81	3	0	0
225878	RES	520	42	41	73	39	41	73	3	0	0
225880	RES	129	50	49	83	47	49	83	3	0	0
225881	RES	109	57	56	86	53	55	86	3	1	0
225882	RES	500	42	42	73	40	42	73	3	0	0
225884	RES	789	35	34	64	32	34	64	3	0	0
225885	RES	140	52	51	84	49	51	84	3	0	0
225888	RES	557	41	40	71	39	41	71	2	0	0
225890	RES	186	49	48	80	46	48	81	3	0	0
225893	RES	201	46	46	79	44	46	79	3	0	0
225894	RES	582	41	40	70	38	40	70	2	0	0
225895	RES	90	50	49	83	47	49	82	4	1	0
225896	RES	220	47	47	79	45	47	79	3	0	0
225897	RES	166	49	48	81	45	47	81	3	1	0
225899	RES	60	61	60	92	57	59	92	4	2	0
225903	RES	299	47	46	78	44	46	78	3	0	0
225906	RES	606	40	39	70	38	40	70	3	0	0
225911	RES	257	48	47	79	45	47	79	3	0	0
225912	RES	680	36	35	67	33	35	67	3	0	0
225913	RES	643	39	38	70	37	39	70	3	0	0
225921	RES	653	38	38	69	36	38	69	3	0	0
225927	RES	707	34	33	61	31	33	60	3	0	1
225930	RES	746	35	34	65	33	35	65	3	0	0
225935	RES	292	47	46	78	44	46	78	3	0	0
225938	RES	341	47	47	76	45	47	76	3	0	0
225942	RES	379	46	45	75	43	45	75	3	0	0
225943	RES	354	46	45	76	43	45	75	3	0	1
225944	RES	396	44	43	75	41	43	75	3	0	1
225950	RES	421	43	42	74	40	42	74	3	0	0
225951	RES	285	44	43	76	41	43	76	2	0	0
225952	RES	441	42	41	73	39	41	73	3	0	0
225957	RES	135	52	51	83	49	51	83	3	0	0
225958	RES	252	45	44	77	42	44	77	3	0	0
225961	RES	161	51	50	82	47	49	82	3	1	0
225963	RES	120	55	54	85	52	54	85	3	0	0
225964	RES	484	40	39	71	37	39	71	3	1	0
225966	RES	202	49	48	80	46	48	80	3	0	0
225967	RES	214	46	45	78	43	45	79	3	0	0
225968	RES	216	48	47	79	45	47	79	3	0	0
225971	RES	521	39	38	70	36	38	70	3	0	0
225972	RES	59	61	60	92	56	58	92	4	2	0
225973	RES	241	49	48	79	46	48	79	3	0	0
225974	RES	261	49	48	78	46	48	78	3	0	0
225976	RES	172	47	46	81	44	46	81	3	0	0
225977	RES	136	48	47	82	45	46	82	3	0	0
225978	RES	579	37	36	66	34	36	66	2	-1	-1
225979	RES	299	47	46	77	44	46	77	3	0	0
225980	RES	565	40	39	68	37	39	68	3	0	0
225981	RES	737	34	33	59	31	33	59	3	0	0
225983	RES	602	37	36	65	35	37	65	3	-1	0
225985	RES	621	38	37	66	36	37	66	3	0	0
225987	RES	642	37	35	65	34	36	65	3	0	1
225992	RES	358	47	46	77	44	46	77	3	0	0
225993	RES	680	37	35	63	34	36	62	3	-1	1
226000	RES	78	55	54	86	51	53	86	4	1	0
226001	RES	348	47	46	76	44	46	76	3	0	0
226004	RES	697	36	35	66	33	35	66	3	0	0
226006	RES	56	61	60	92	57	59	92	4	1	0
226008	RES	735	33	32	59	31	33	59	2	-1	0
226009	RES	807	33	32	59	31	33	59	3	-1	0
226014	RES	284	46	45	77	43	45	77	3	0	0
226018	RES	482	47	46	74	44	46	74	3	0	0
226019	RES	386	45	44	74	42	44	74	3	0	0
226020	RES	457	45	44	73	42	44	73	3	0	0
226021	RES	553	40	39	69	37	39	69	3	0	0
226023	RES	194	46	45	79	43	45	79	3	0	0
226024	RES	573	38	37	68	35	37	68	3	0	0
226026	RES	414	45	45	74	43	44	73	3	0	0
226028	RES	517	41	40	68	38	40	68	3	0	0
226029	RES	177	49	48	82	46	48	82	3	0	0
226030	RES	120	56	55	86	52	54	85	3	1	0
226033	RES	488	41	40	70	38	40	69	3	0	0
226034	RES	602	37	36	63	34	36	63	3	0	0
226036	RES	138	50	49	83	47	49	83	3	0	0
226037	RES	122	50	49	84	48	50	84	2	0	0
226041	RES	100	51	51	86	48	50	86	3	1	0
226042	RES	640	36	35	66	34	35	66	3	0	0
226047	RES	211	50	49	80	47	49	80	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
226049	RES	699	35	34	62	32	34	62	3	0	0
226050	RES	178	52	51	82	49	51	82	3	0	0
226051	RES	659	36	35	62	33	35	62	3	0	0
226054	RES	58	60	59	91	56	58	91	3	1	0
226060	RES	262	51	50	79	48	50	79	3	0	0
226064	RES	304	48	47	77	44	46	77	3	0	0
226066	RES	817	33	32	59	30	32	59	3	0	0
226067	RES	830	30	29	55	27	29	55	3	0	0
226069	RES	344	48	47	76	45	47	76	3	0	0
226073	RES	783	35	34	61	32	34	61	3	0	0
226097	RES	723	39	38	66	36	38	66	3	0	0
226101	RES	199	53	52	80	50	52	80	3	0	0
226104	RES	817	38	37	65	36	37	65	3	0	0
226109	RES	413	49	48	74	46	48	74	3	0	0
226110	RES	57	60	59	93	57	59	93	3	0	0
226112	RES	239	50	49	80	47	49	80	3	0	0
226118	RES	798	36	35	65	33	35	65	3	0	0
226122	RES	308	49	48	76	46	48	76	3	0	0
226131	RES	748	36	36	65	34	36	65	3	0	0
226133	OED	266	53	52	83	50	52	83	3	0	0
226137	RES	792	38	37	65	35	37	65	3	0	0
226139	OED	245	47	46	79	45	47	79	3	0	0
226141	RES	479	43	42	70	40	42	70	3	0	0
226142	RES	183	53	52	83	50	52	82	3	0	0
226145	RES	918	38	37	65	35	37	65	3	0	0
226148	RES	730	40	39	67	37	39	67	3	0	0
226197	RES	364	54	53	79	51	53	79	3	0	0
226212	RES	169	55	54	81	53	55	81	2	-1	0
226252	RES	164	50	48	80	47	48	79	4	0	0
226255	RES	152	53	52	84	49	51	84	3	0	0
226258	RES	200	42	42	73	39	41	73	3	0	0
226269	RES	1410	44	43	70	40	42	71	3	1	0
226271	RES	134	49	48	79	45	48	79	3	1	0
226275	RES	1390	43	42	70	40	42	70	3	1	0
226277	RES	1346	43	42	70	39	41	70	3	1	0
226296	RES	1198	45	44	72	42	44	72	3	1	0
226302	RES	1144	44	43	70	41	43	71	3	0	0
226308	RES	343	53	52	79	50	52	79	3	0	0
226310	RES	301	54	53	80	50	52	80	3	1	0
226317	RES	238	56	55	83	53	55	83	4	1	0
226318	RES	197	57	57	84	54	56	84	3	1	0
226324	RES	540	53	52	79	49	51	79	3	1	0
226329	RES	539	52	52	79	49	51	79	3	1	0
226330	RES	1648	46	45	71	43	45	71	3	0	0
226336	RES	619	50	49	76	47	49	76	3	1	0
226341	RES	613	52	51	79	49	51	79	3	1	0
226353	RES	1215	48	47	73	44	46	73	3	1	0
226355	RES	664	51	51	77	48	50	77	3	1	0
226357	RES	1721	41	41	66	38	40	66	3	0	0
226364	RES	1675	45	44	68	42	44	68	3	0	0
226370	RES	1717	44	43	66	41	43	66	3	0	0
226371	RES	1110	46	46	71	43	45	72	3	1	0
226373	RES	1162	43	42	69	40	42	69	3	1	0
226375	RES	1262	42	41	67	38	40	68	3	0	0
226376	RES	1268	43	42	69	39	41	69	3	1	0
226380	RES	1402	44	43	70	40	42	70	3	1	0
226383	RES	857	48	47	71	45	47	71	3	0	0
226384	RES	1188	46	44	68	42	44	68	3	0	0
226386	RES	1137	47	46	70	44	46	70	3	0	0
226393	RES	499	51	50	75	48	50	75	3	0	0
226399	RES	253	54	53	84	51	53	84	3	0	0
226402	RES	349	53	52	77	50	52	77	3	0	0
226413	OOA	728	50	49	74	47	49	75	3	0	-1
226417	OOA	696	50	49	74	47	49	74	3	0	-1
226424	RES	853	46	46	73	43	45	73	3	1	0
226432	RES	401	54	53	77	51	53	78	3	0	-1
226433	RES	113	61	60	90	58	60	90	3	0	0
226445	RES	1890	40	39	67	36	38	67	3	1	0
226453	RES	135	58	57	85	54	56	85	3	0	0
226454	RES	1838	39	39	66	36	38	66	3	1	0
226464	RES	144	55	54	83	51	53	83	3	0	0
226465	OED	62	64	63	90	61	63	90	3	0	0
226468	RES	251	52	51	83	48	50	83	3	1	0
226471	OED	75	61	61	88	58	60	88	3	1	0
226472	RES	186	50	49	75	47	49	75	3	0	0
226473	OED	112	60	59	86	56	58	86	3	0	0
226474	RES	271	50	49	84	47	49	84	3	0	0
226475	RES	63	64	63	90	61	63	90	3	0	0
226477	OED	84	60	60	88	57	59	87	3	0	0
226478	OED	84	60	60	88	57	59	88	3	1	0
226479	OED	130	57	56	86	54	56	86	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
226480	OED	129	57	56	84	54	56	84	3	0	0
226481	RES	81	62	61	88	58	60	88	3	1	0
226482	OED	138	58	57	83	54	56	83	3	0	0
226484	OED	142	52	51	84	49	51	84	3	0	0
226487	OED	151	55	54	80	51	53	80	3	0	0
226489	RES	321	51	50	81	48	50	81	3	0	0
226495	RES	79	62	61	88	58	60	88	3	0	0
226496	RES	153	57	56	83	54	56	83	3	0	0
226502	RES	259	52	51	80	49	51	80	3	0	0
226504	RES	232	53	52	81	49	52	81	3	0	0
226506	RES	318	50	49	76	47	49	76	3	0	0
226507	RES	59	64	63	90	62	64	91	2	-1	-1
226509	RES	204	56	55	82	53	55	82	3	0	0
226510	RES	276	51	50	75	48	50	75	3	0	0
226513	RES	51	64	63	91	62	64	92	2	-1	-2
226515	RES	167	57	56	81	54	56	81	3	0	0
226519	RES	329	46	45	74	43	45	74	3	0	0
226525	RES	256	51	50	75	48	50	75	3	0	0
226526	RES	313	49	48	74	46	48	74	3	0	0
226529	RES	225	53	52	77	50	52	78	3	0	-1
226531	RES	79	61	60	88	58	60	89	3	0	-1
226537	RES	326	49	48	77	46	48	77	3	0	0
226541	RES	1459	27	27	52	24	26	52	3	1	0
226543	RES	1447	44	44	71	41	43	71	3	1	0
226547	RES	370	48	47	72	45	47	72	3	0	0
226549	RES	1545	42	41	68	38	40	68	3	1	0
226552	RES	1614	36	36	63	33	35	63	3	1	0
226554	RES	1604	42	42	69	39	41	69	3	1	0
226555	RES	1623	37	36	63	33	35	63	3	1	0
226556	RES	1014	46	45	72	43	45	72	3	1	0
226559	RES	1684	40	39	66	36	38	66	3	1	0
226560	RES	1682	28	27	53	25	27	53	3	1	0
226565	RES	1382	45	44	70	41	43	70	3	0	0
226566	RES	1423	44	44	70	41	43	70	3	1	0
226567	RES	1432	44	44	70	41	43	70	3	1	0
226568	RES	1420	45	44	70	41	43	70	3	1	0
226571	RES	1467	44	43	70	40	42	70	3	1	0
226573	RES	1484	44	43	70	41	43	70	3	1	0
226574	RES	1502	43	42	69	40	42	69	3	0	0
226576	RES	1458	40	39	63	37	39	63	4	0	0
226577	RES	1464	39	38	64	36	38	64	3	1	0
226578	RES	1530	38	38	65	35	37	65	3	1	0
226584	RES	1460	45	44	68	41	43	68	3	0	0
226598	RES	370	52	50	77	49	51	75	3	0	1
226601	RES	839	49	47	73	45	47	73	3	0	0
226607	RES	873	47	46	70	44	46	70	3	0	1
226611	RES	948	46	45	70	43	45	70	3	0	0
1000385	RES	795	40	39	67	38	40	67	3	0	0
1000387	RES	795	42	41	68	40	42	68	3	0	0
1000418	RES	908	37	36	65	34	36	65	3	0	0
1000428	RES	211	54	53	83	51	53	83	3	0	0
1000429	RES	125	58	58	84	56	58	84	3	0	0
1000432	RES	293	54	53	82	51	53	82	3	0	0
1000858	RES	1258	44	43	66	41	43	65	3	0	1
1000916	RES	81	62	61	95	59	61	95	3	0	0



ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Albury Yard

APPENDIX D - Map 1 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Daytime noise criteria LAeq 15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LAmax 85dBA upgrading existing rail corridor

Noise contours are based on a set distance above the local terrain level of 2.4m.

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ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Albury Yard

APPENDIX D - Map 2 of 37

100m

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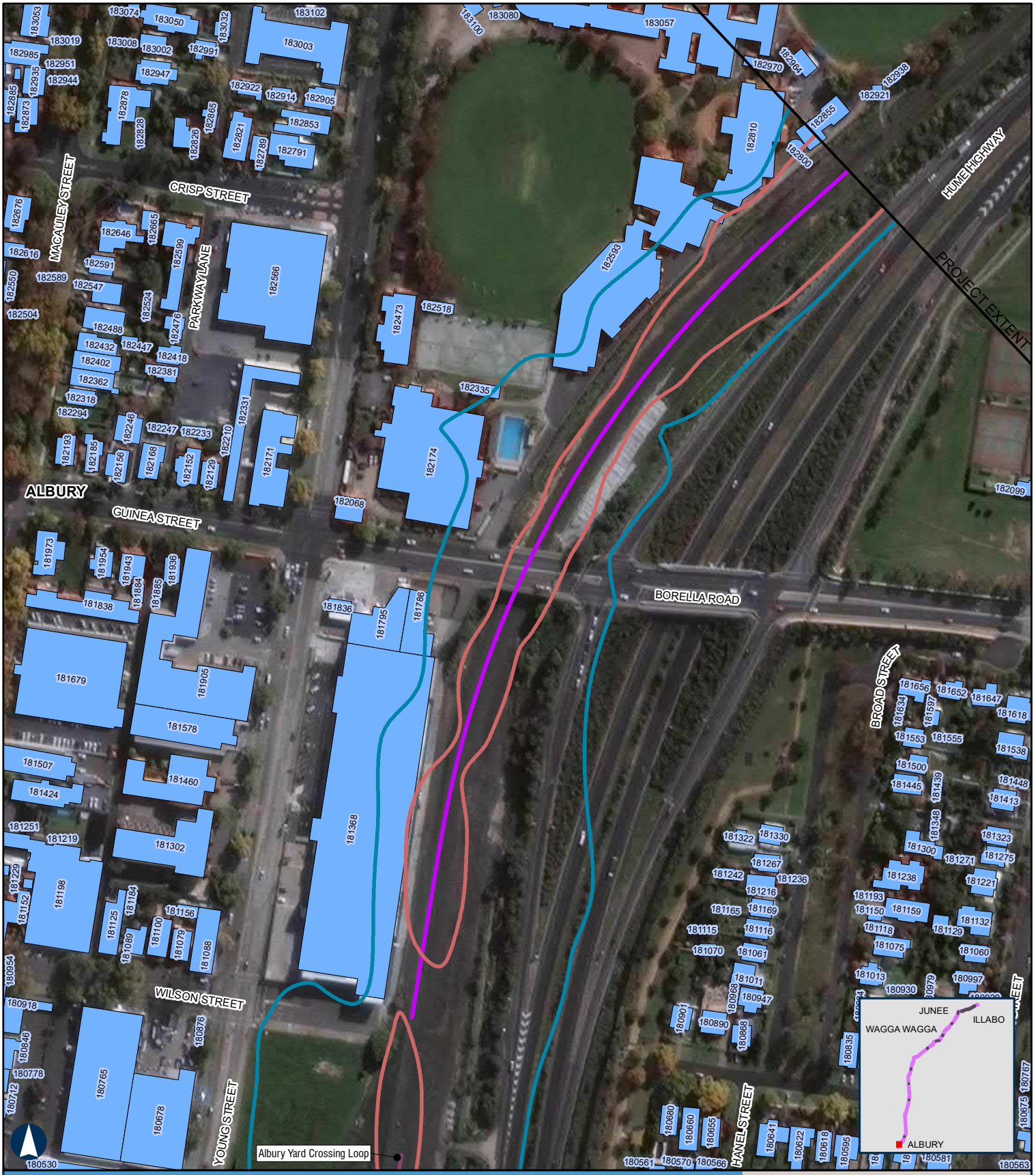

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Riverina Highway Bridge

APPENDIX D - Map 3 of 37

100m

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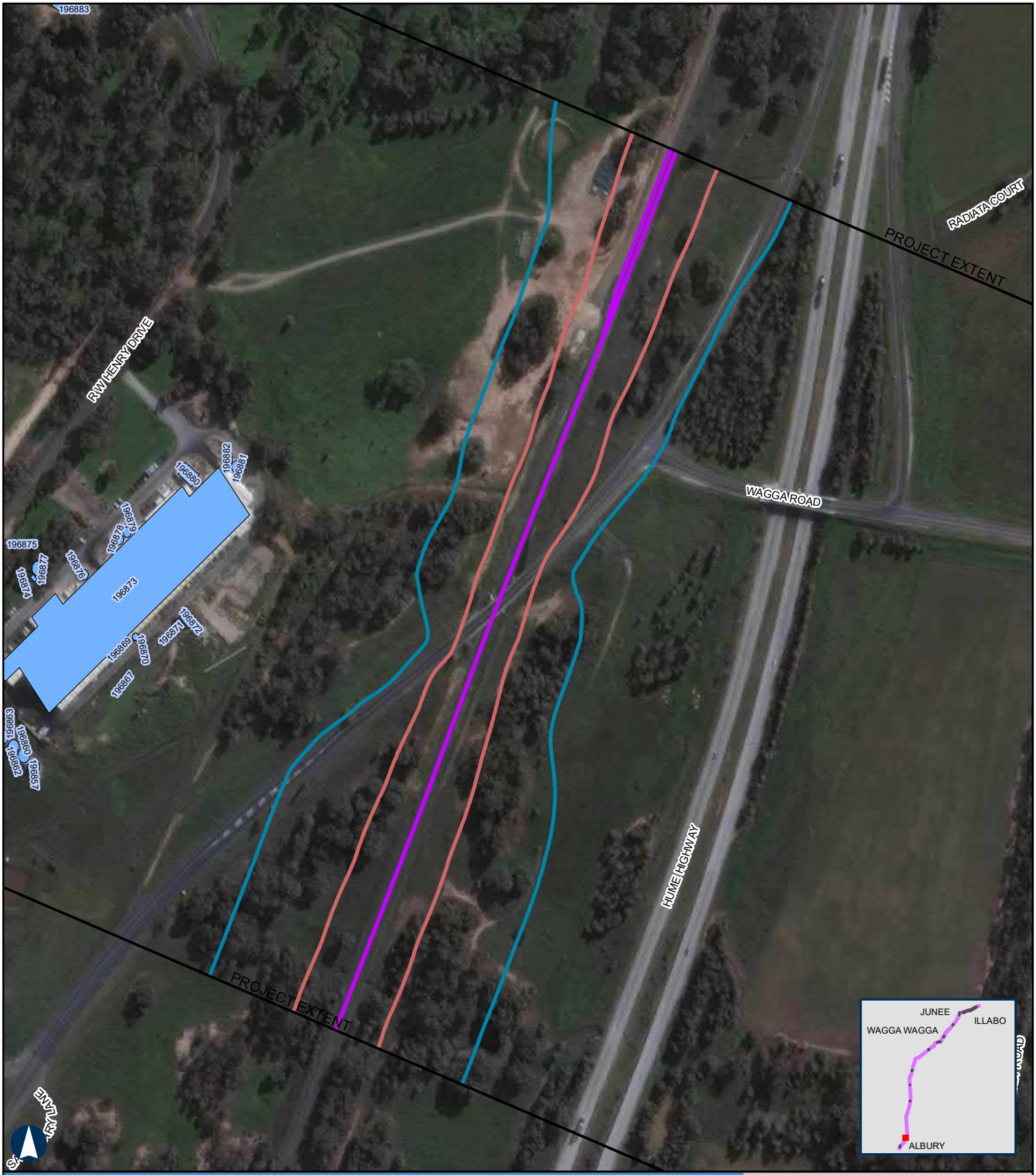

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Billy Hughes Bridge

APPENDIX D - Map 4 of 37

100m

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ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Culcairn Yard

APPENDIX D - Map 5 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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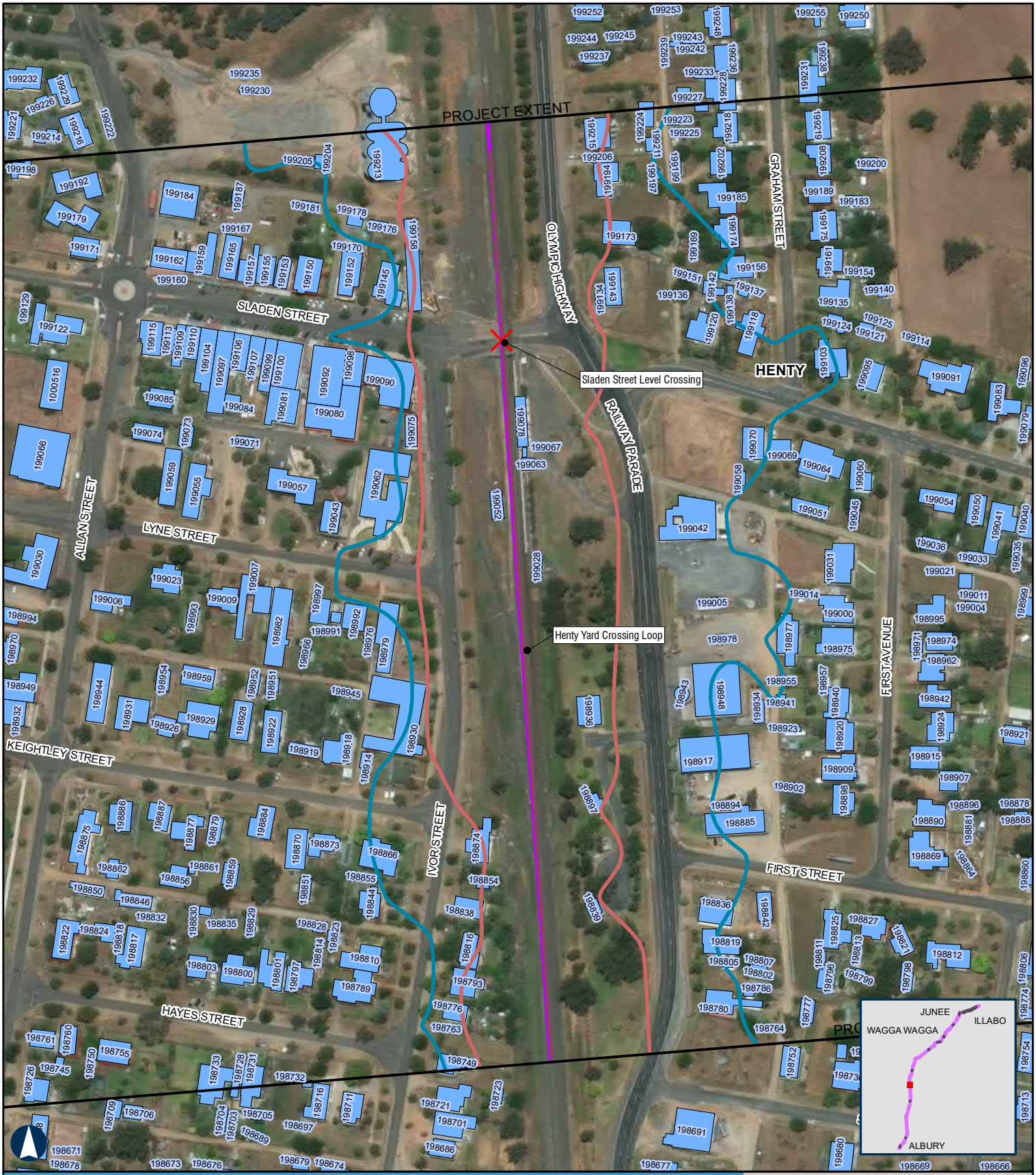

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Henty Yard

APPENDIX D - Map 6 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Author: JG

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ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Yerong Creek Yard

APPENDIX D - Map 7 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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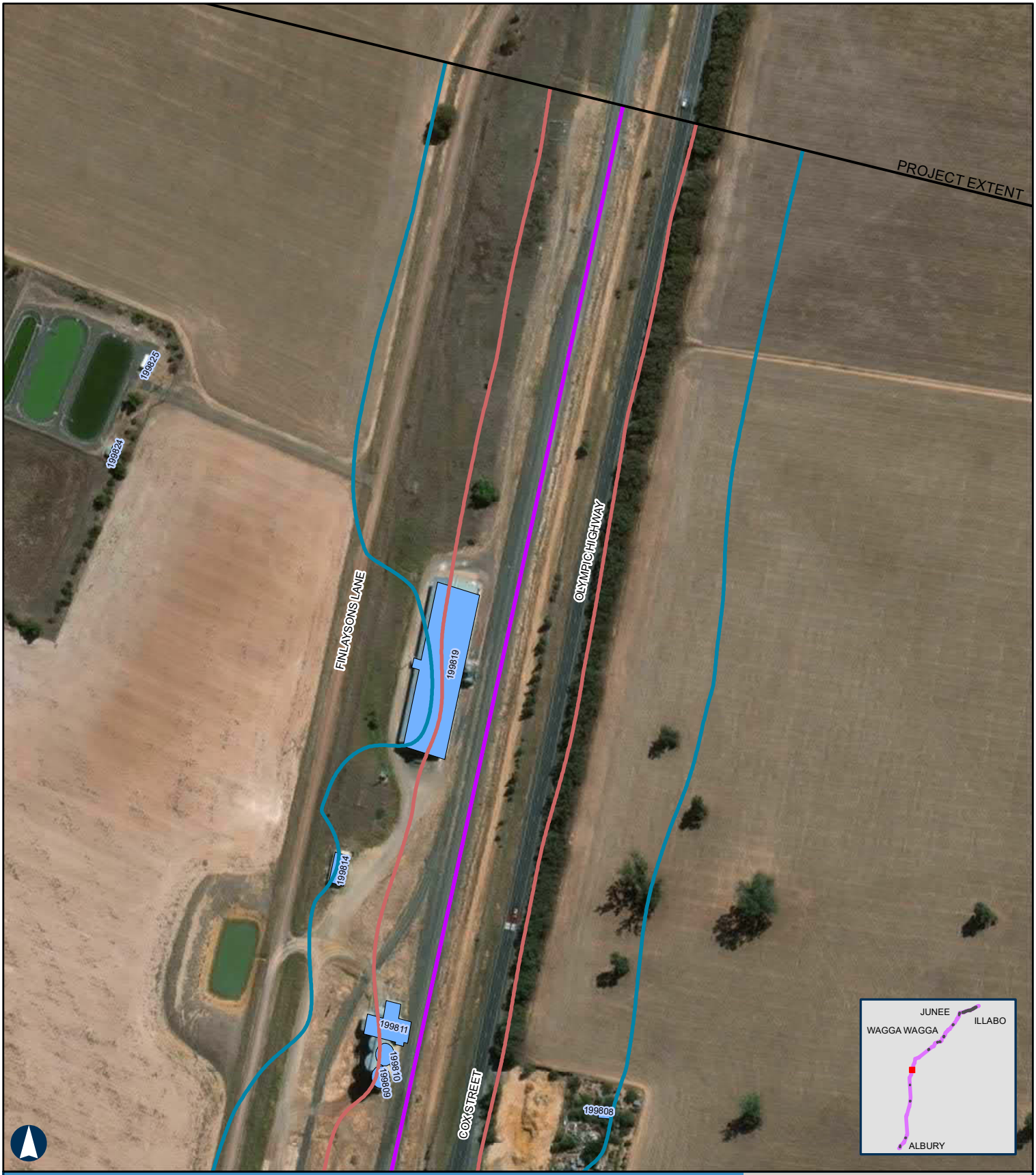

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Year 2025 Daytime Rail Noise Levels - Yerong Creek Yard

APPENDIX D - Map 8 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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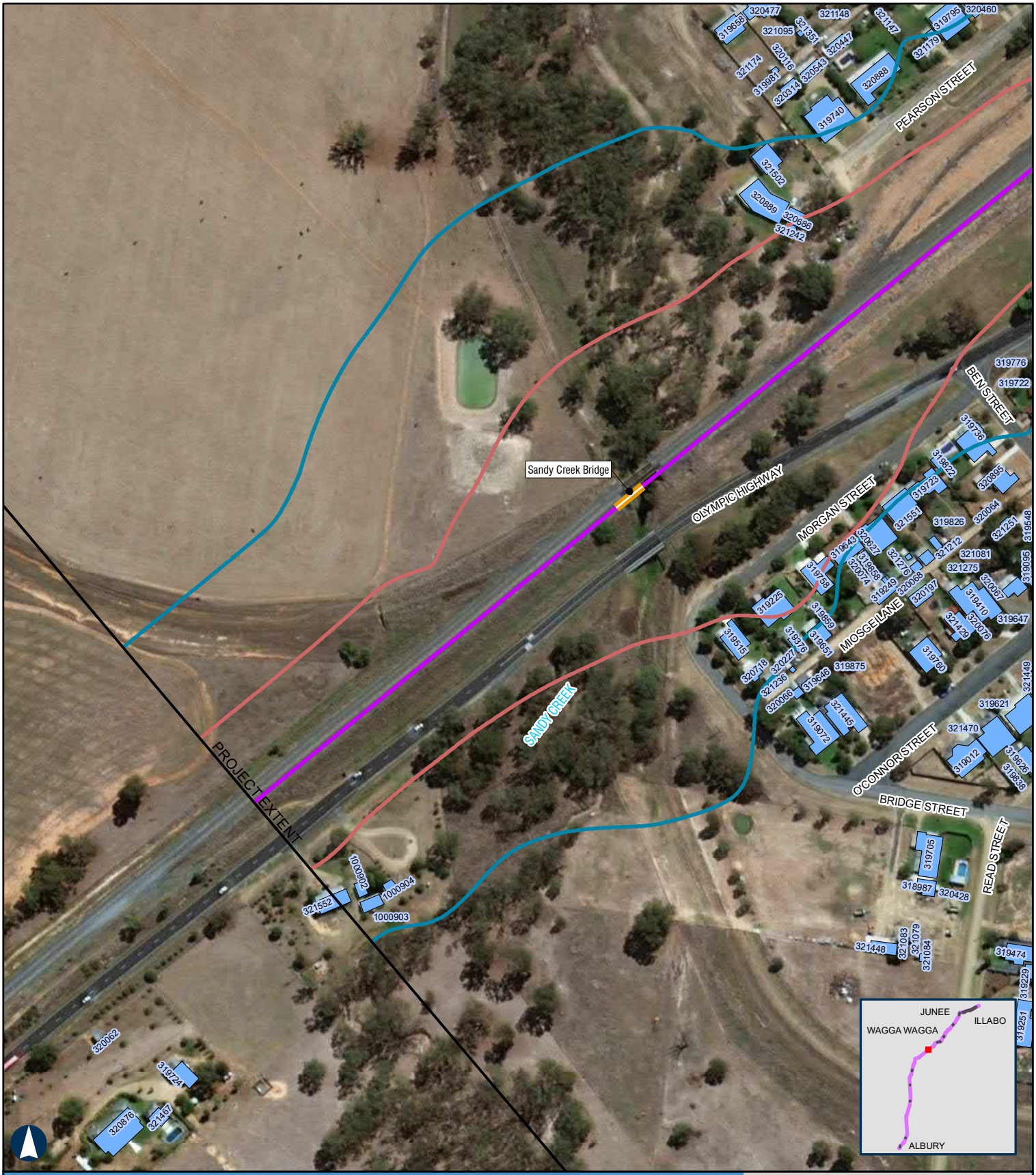

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Uranquinty Yard

APPENDIX D - Map 9 of 37

100m

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ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Uranquinty Yard

APPENDIX D - Map 10 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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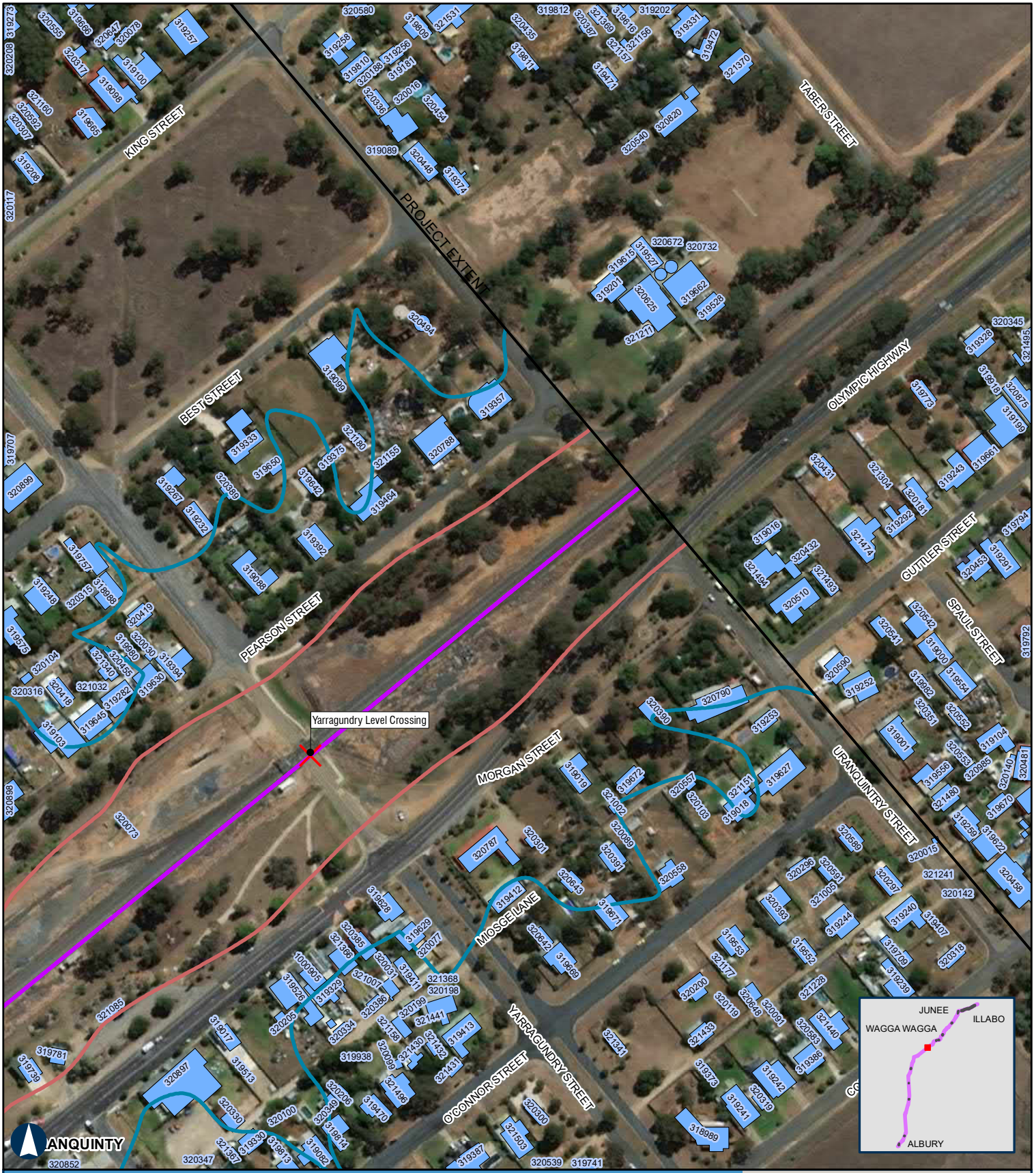

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Uranquinty Yard

APPENDIX D - Map 11 of 37

100m

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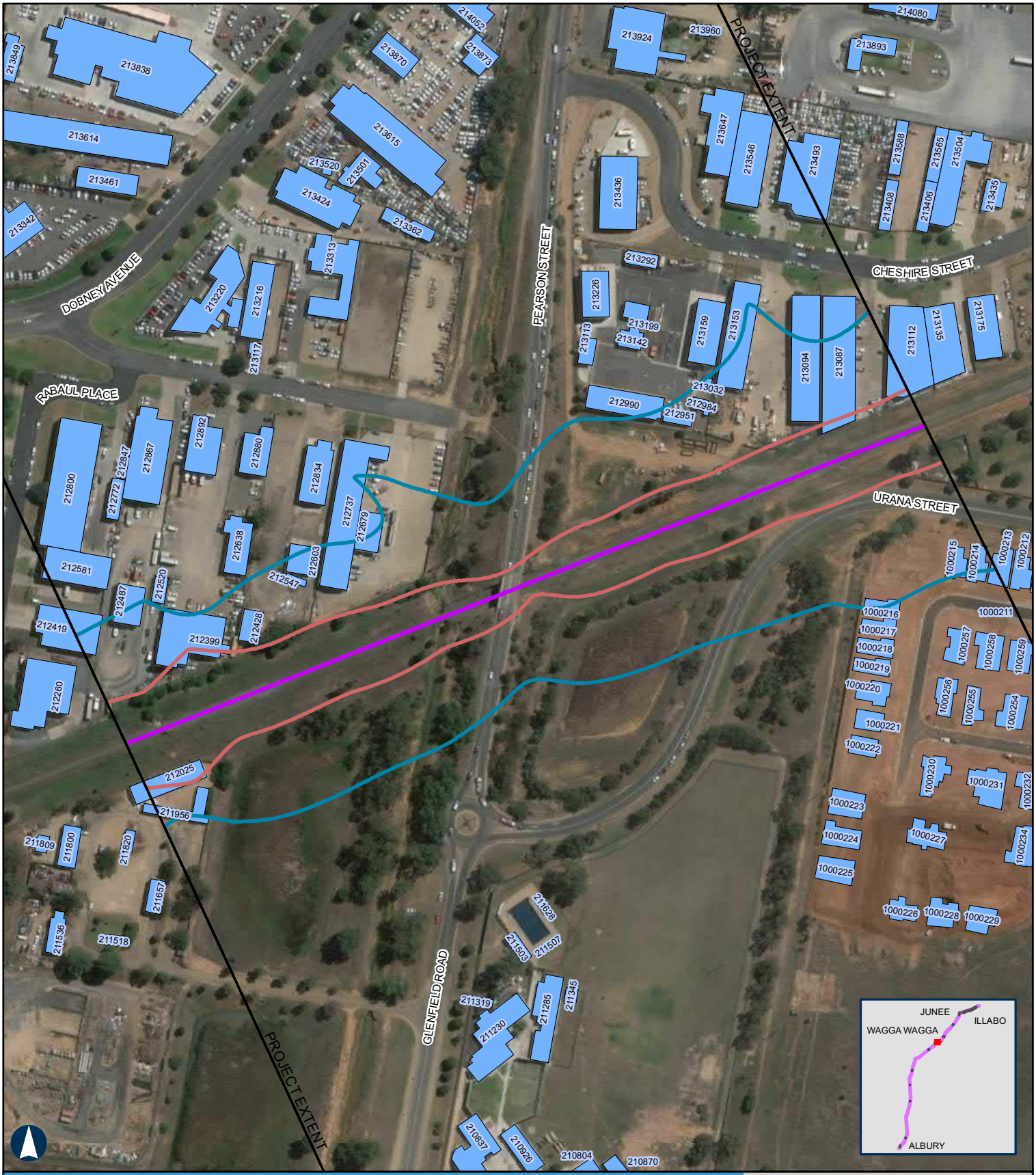

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Pearson Street Bridge

APPENDIX D - Map 12 of 37

100m

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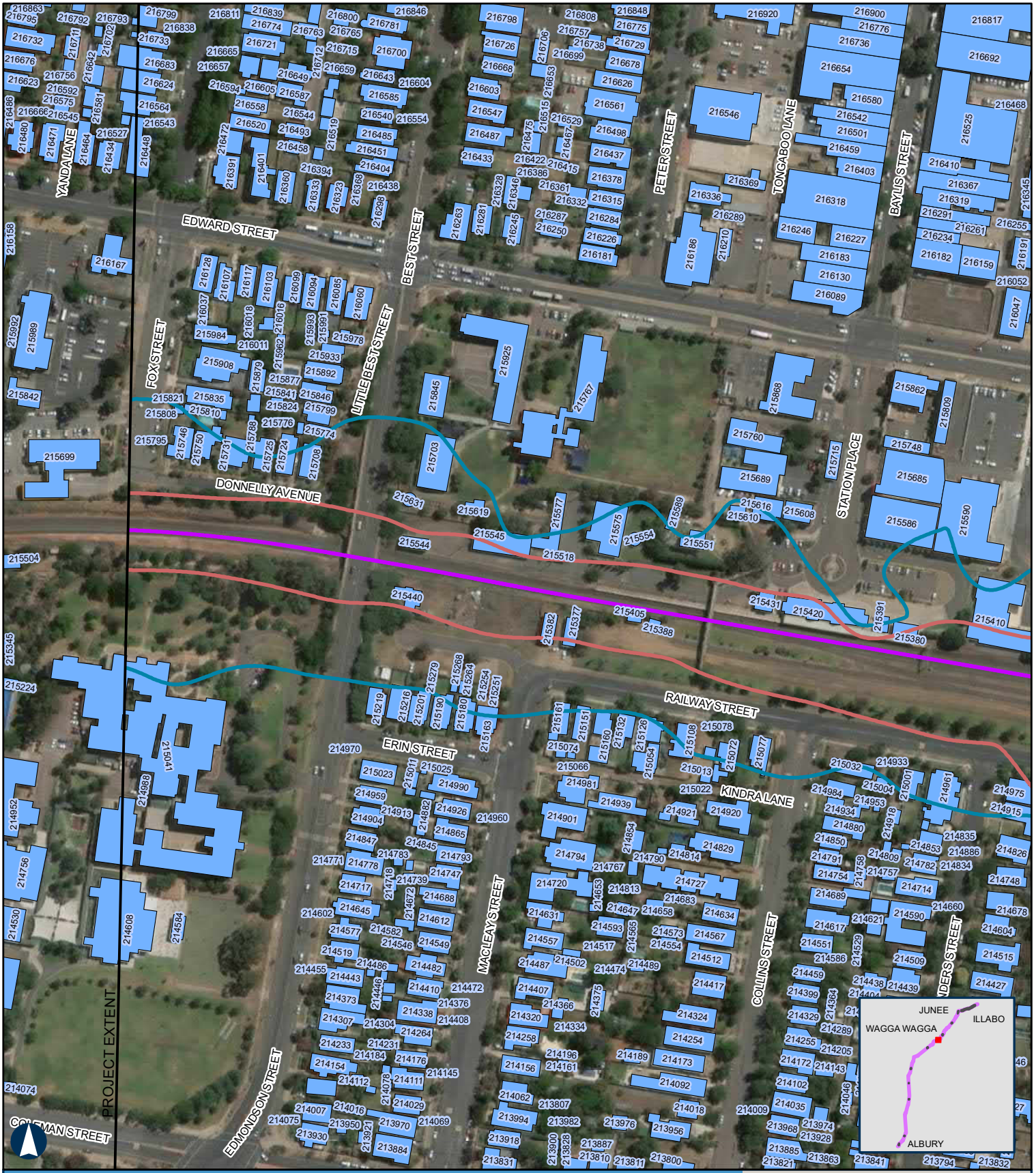

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Wagga Wagga Yard Section 1

APPENDIX D - Map 13 of 37

100m

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Year 2025 Daytime Rail Noise Levels - Wagga Wagga Yard Section 2

APPENDIX D - Map 14 of 37

100m

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
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Noise contours are based on a set distance above the local terrain level of 2.4m.

ARTC InlandRail

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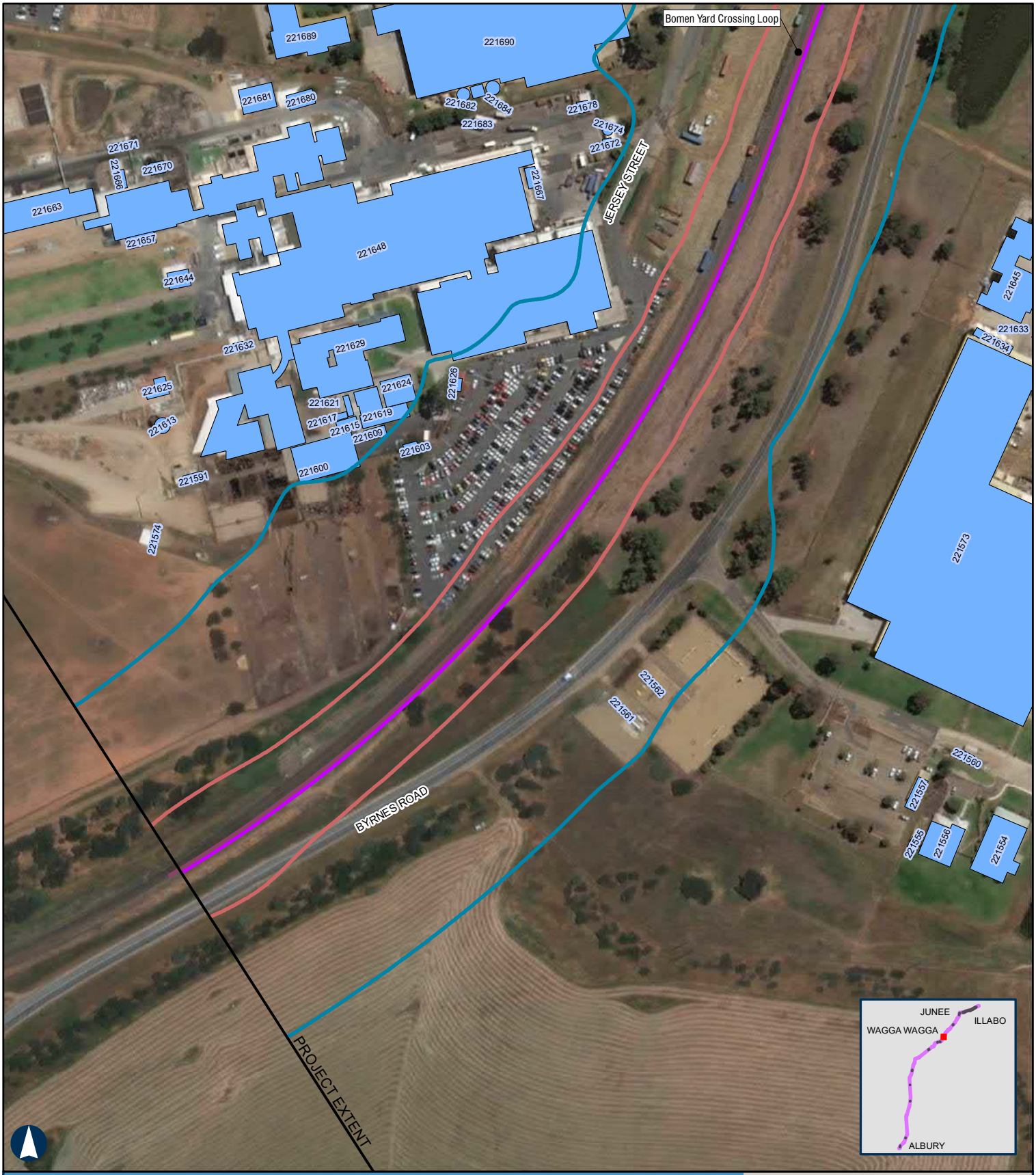

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Bomen Yard

APPENDIX D - Map 15 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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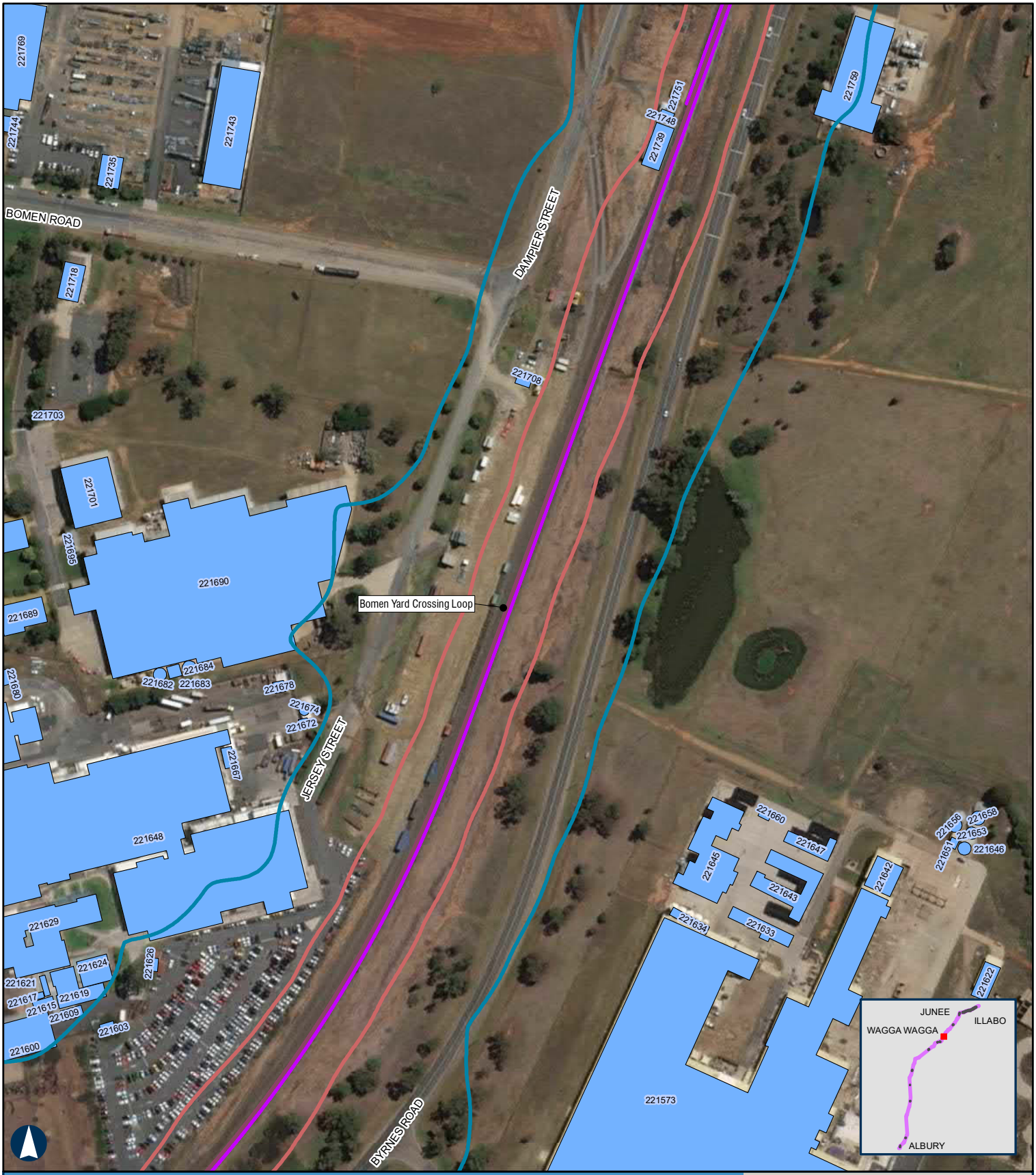

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Bomen Yard

APPENDIX D - Map 16 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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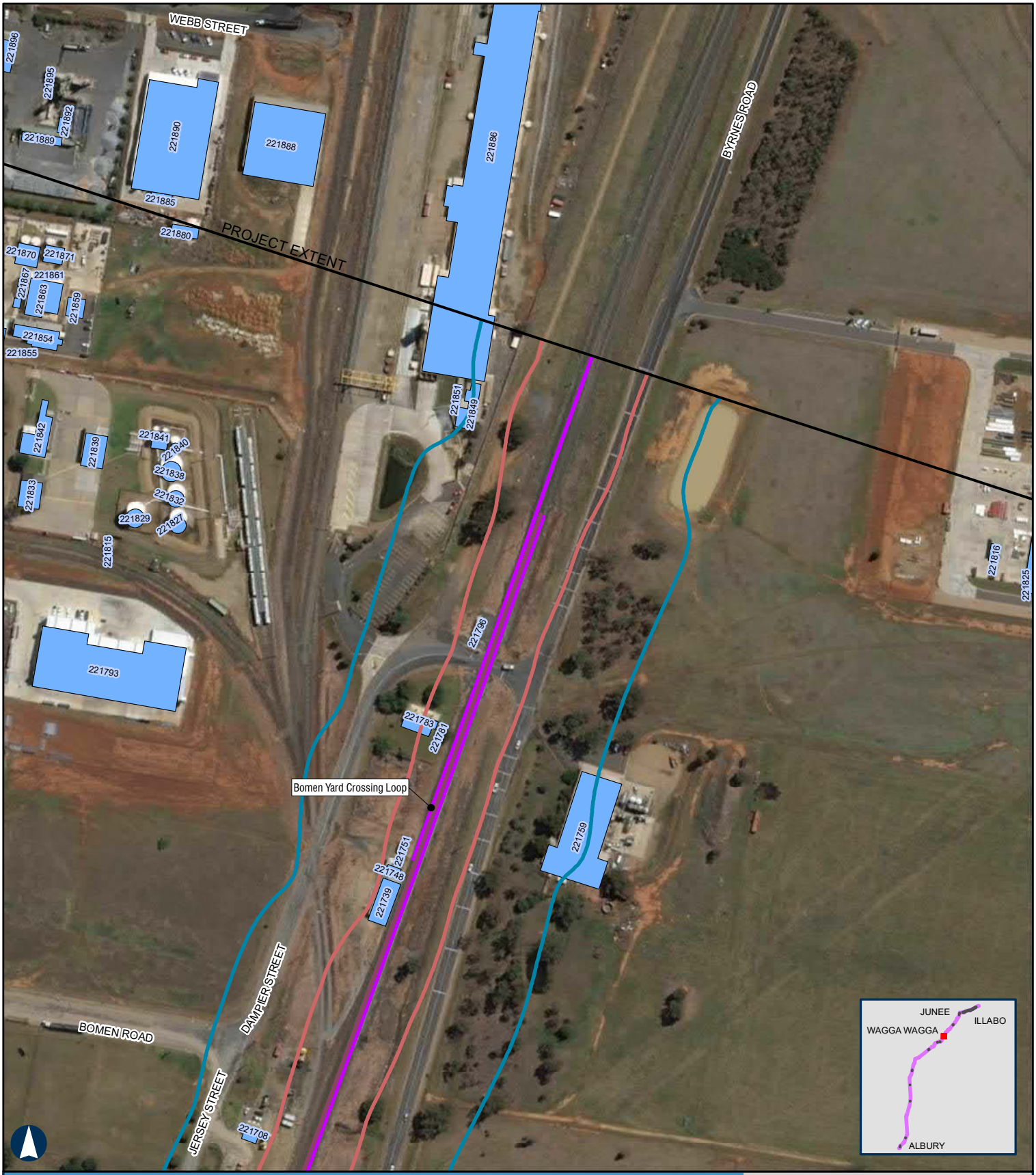

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Bomen Yard

APPENDIX D - Map 17 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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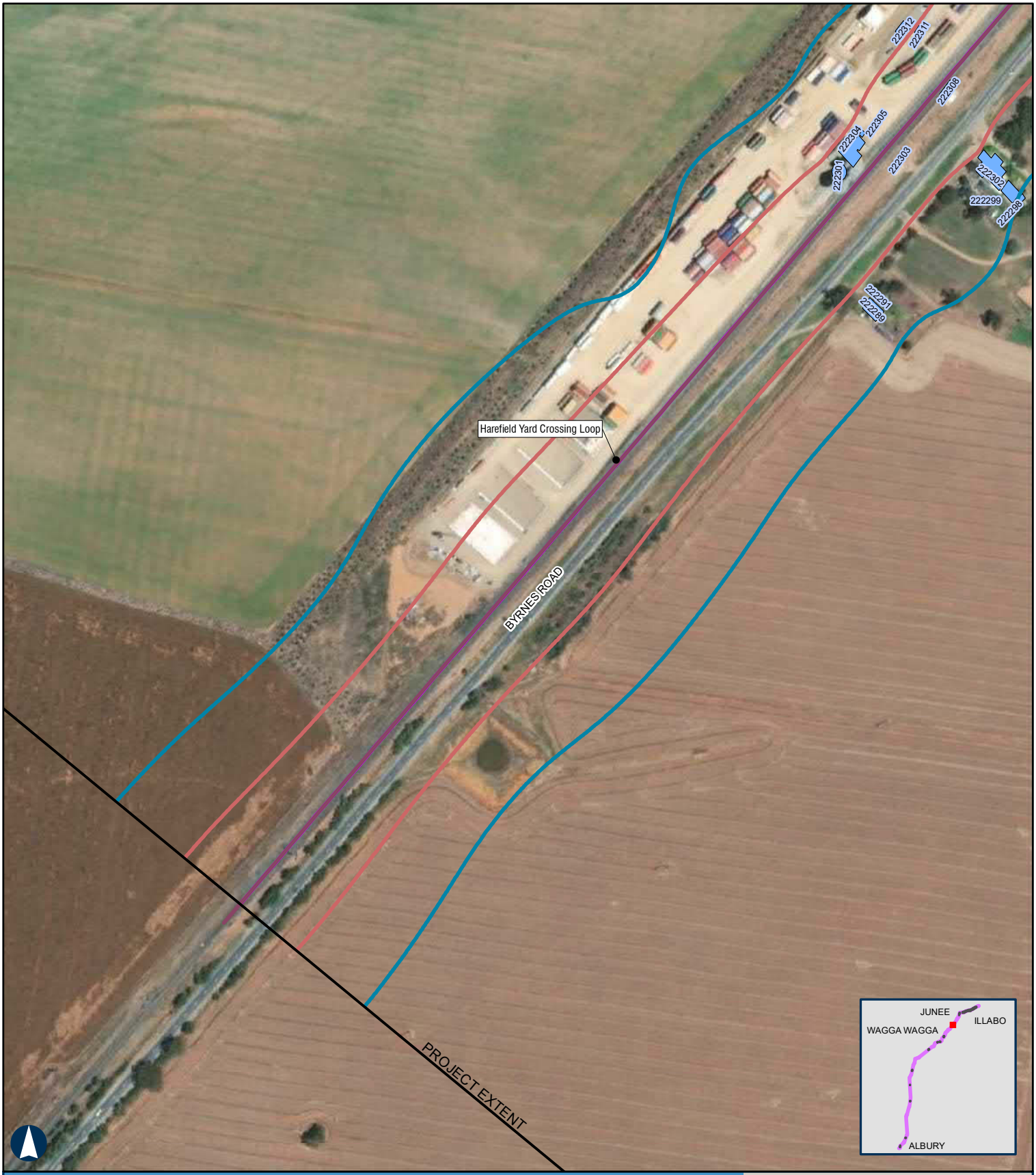

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Harefield Yard

APPENDIX D - Map 18 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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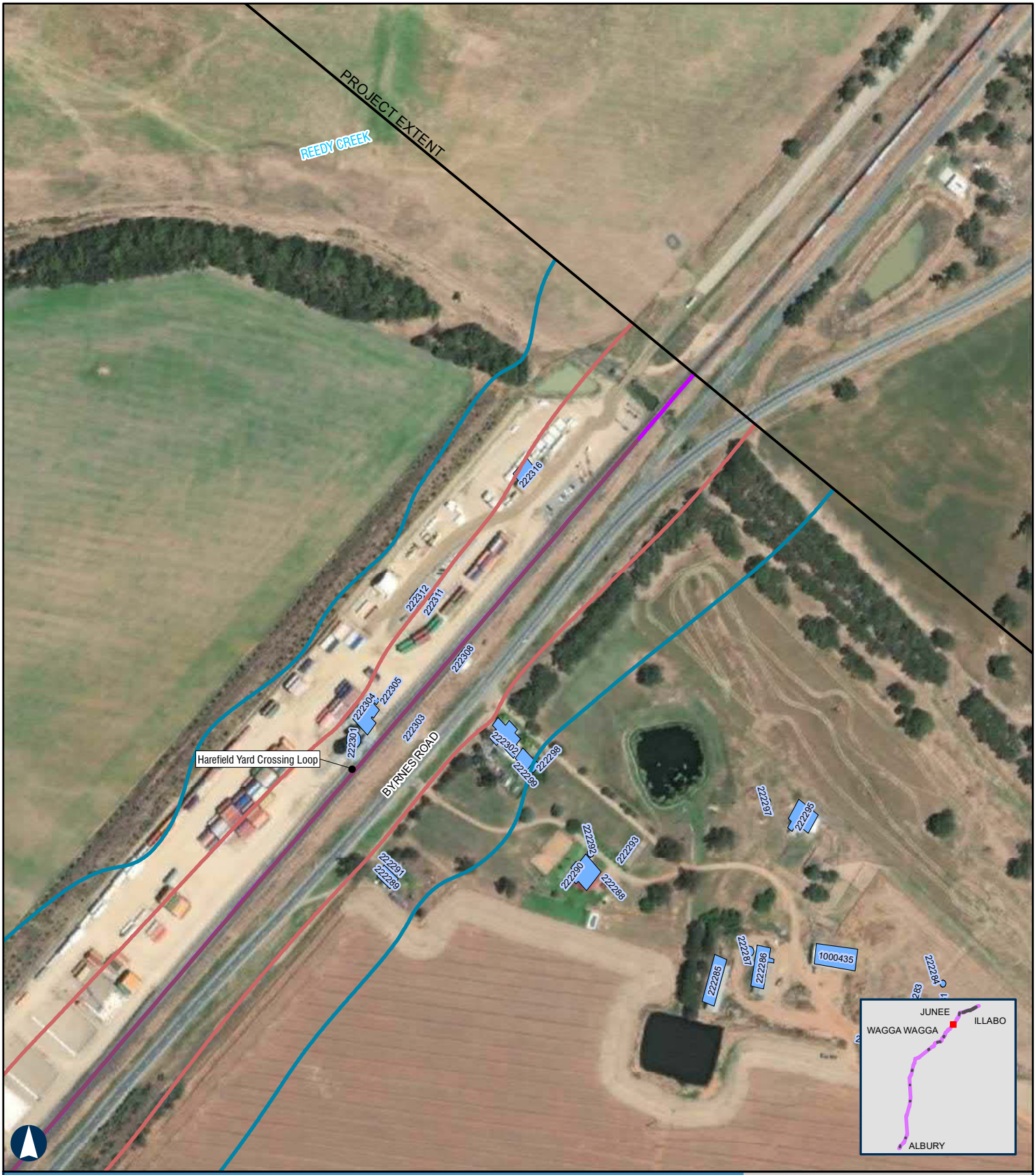

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Harefield Yard

APPENDIX D - Map 19 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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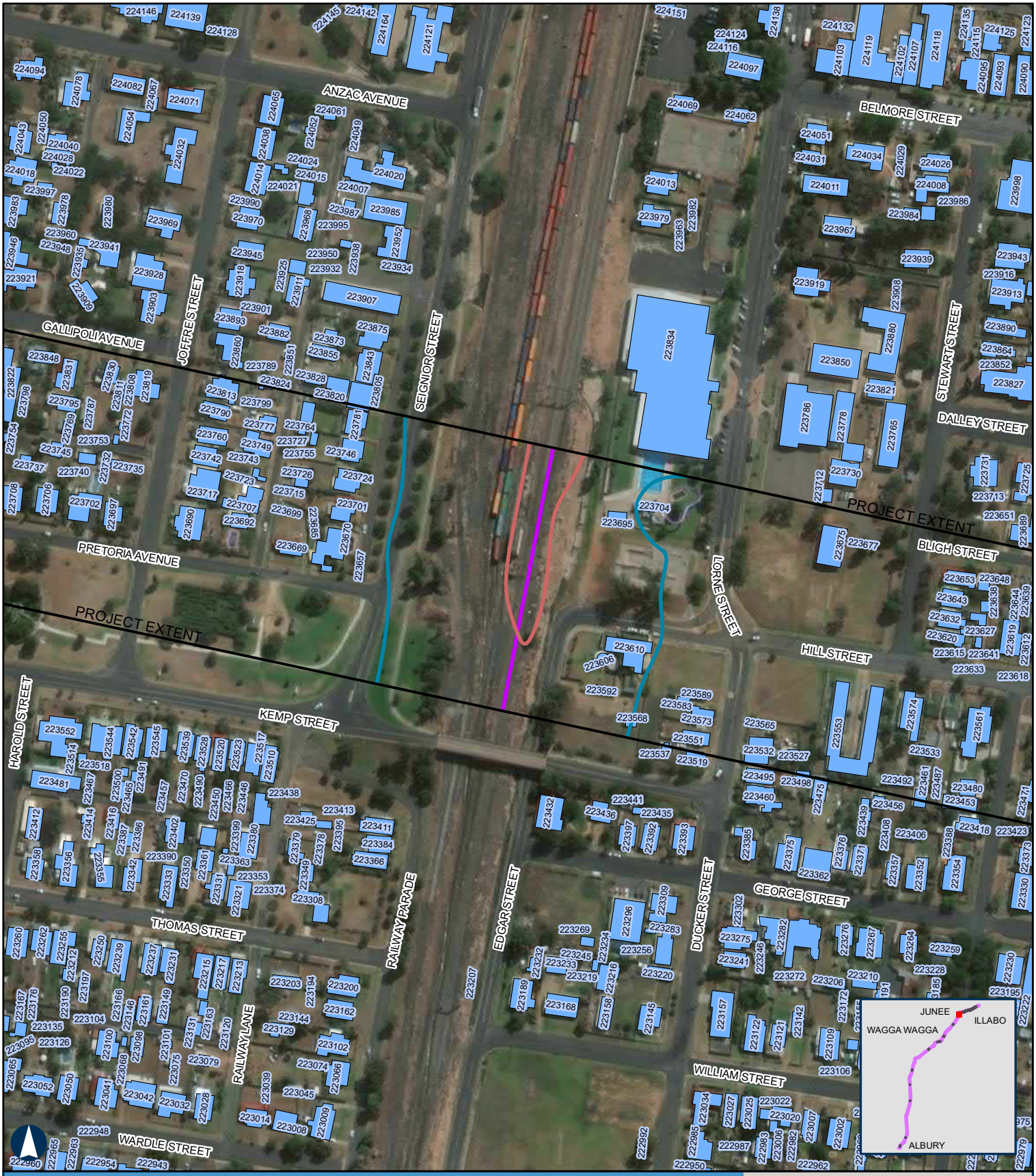

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee Yard

APPENDIX D - Map 20 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Year 2025 Daytime Rail Noise Levels - Olympic Highway Bridge

APPENDIX D - Map 21 of 37

100m

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ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee Yard

APPENDIX D - Map 22 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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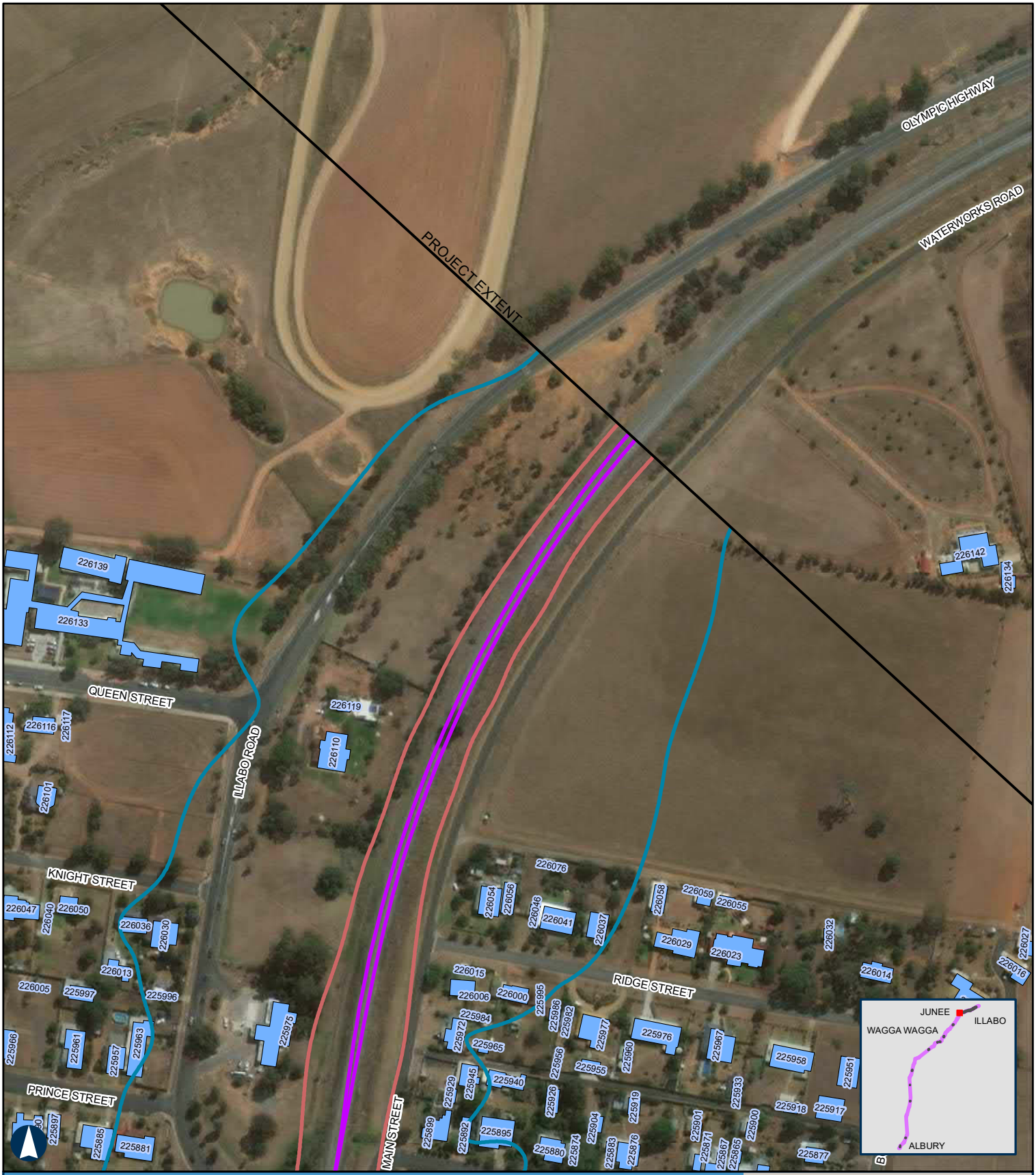

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee Yard

APPENDIX D - Map 23 of 37

100m

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ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 24 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:6,000
Date: 23-Mar-2022
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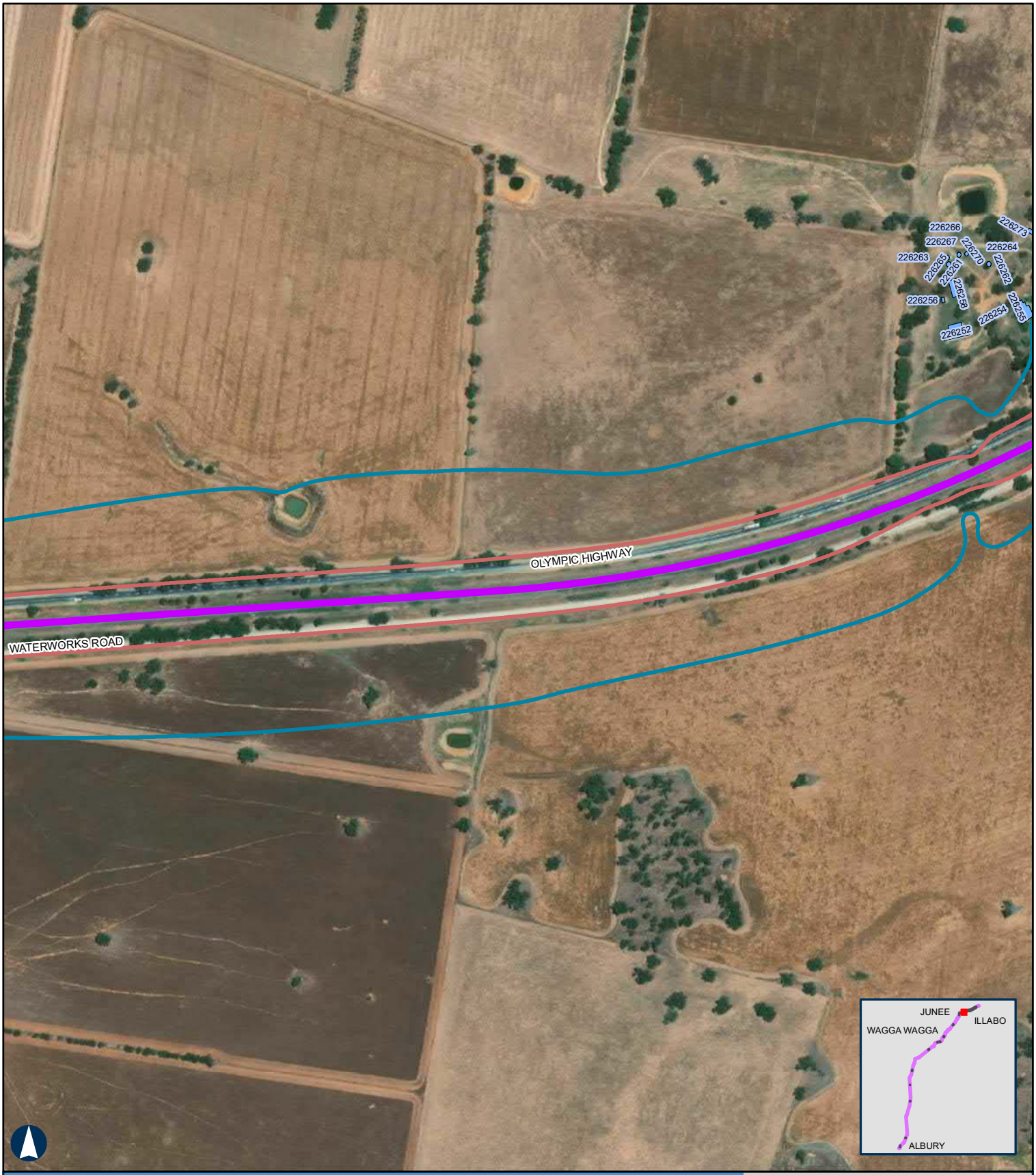

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 25 of 37

100m

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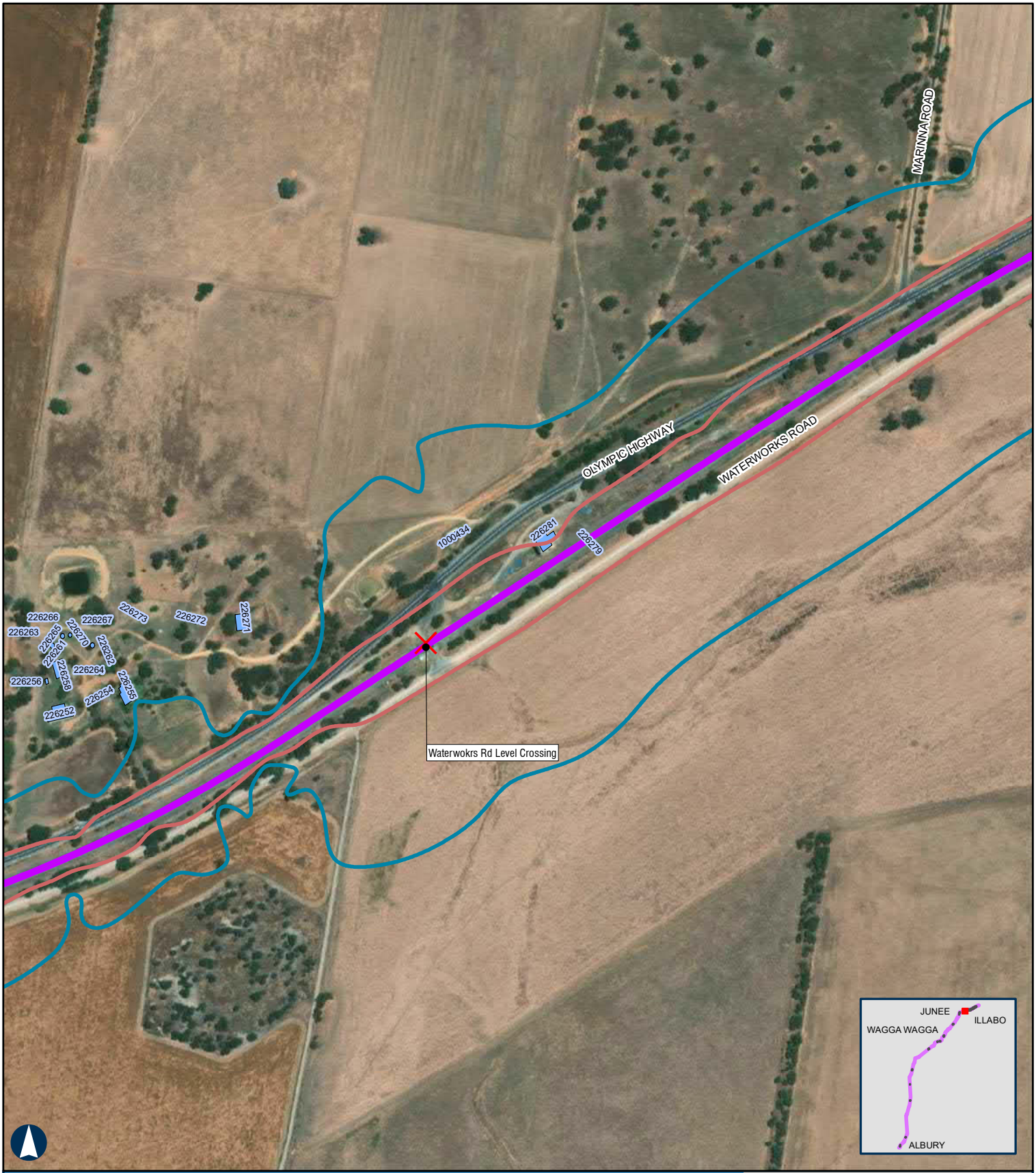

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 26 of 37

100m

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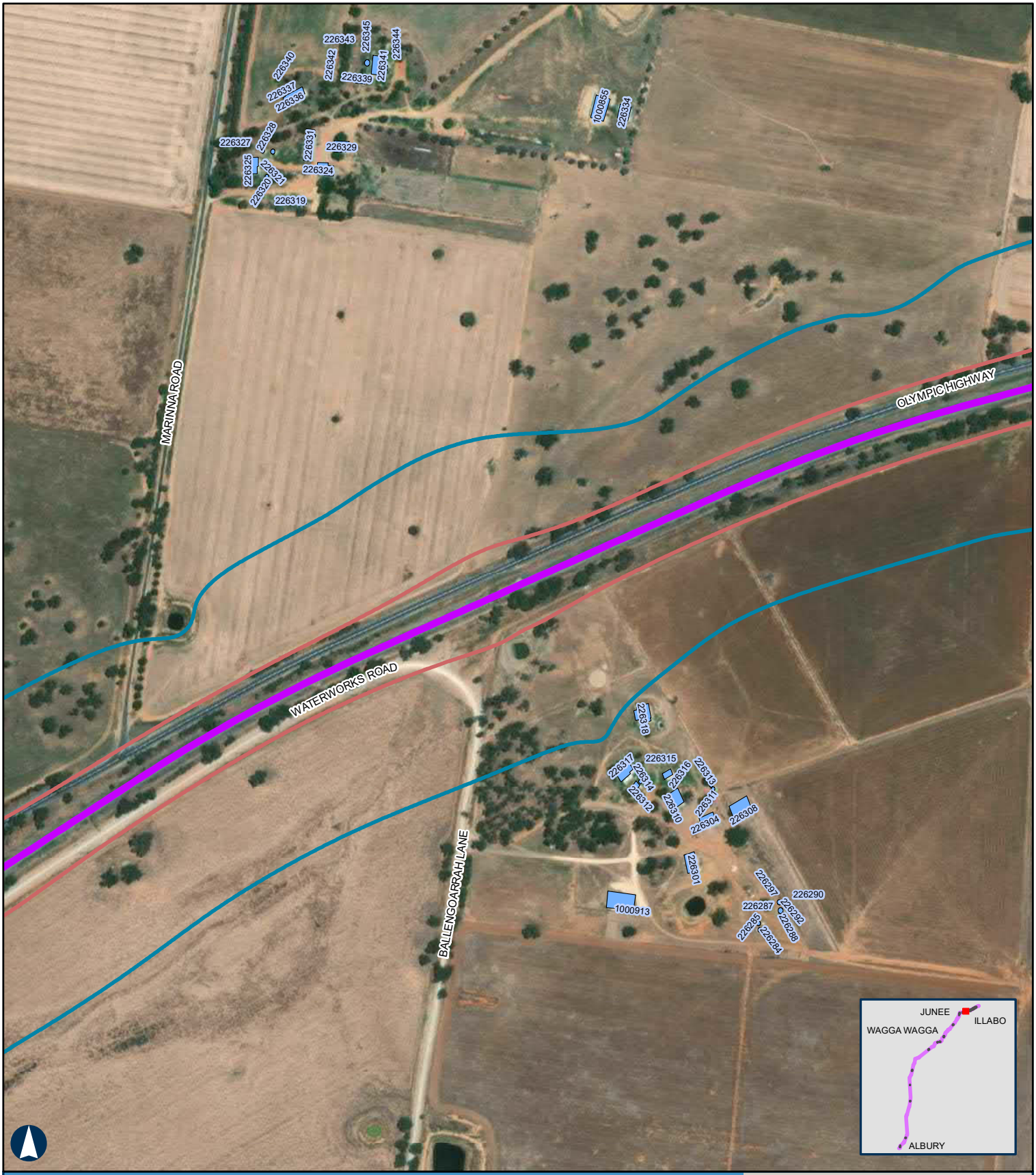

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 27 of 37

100m

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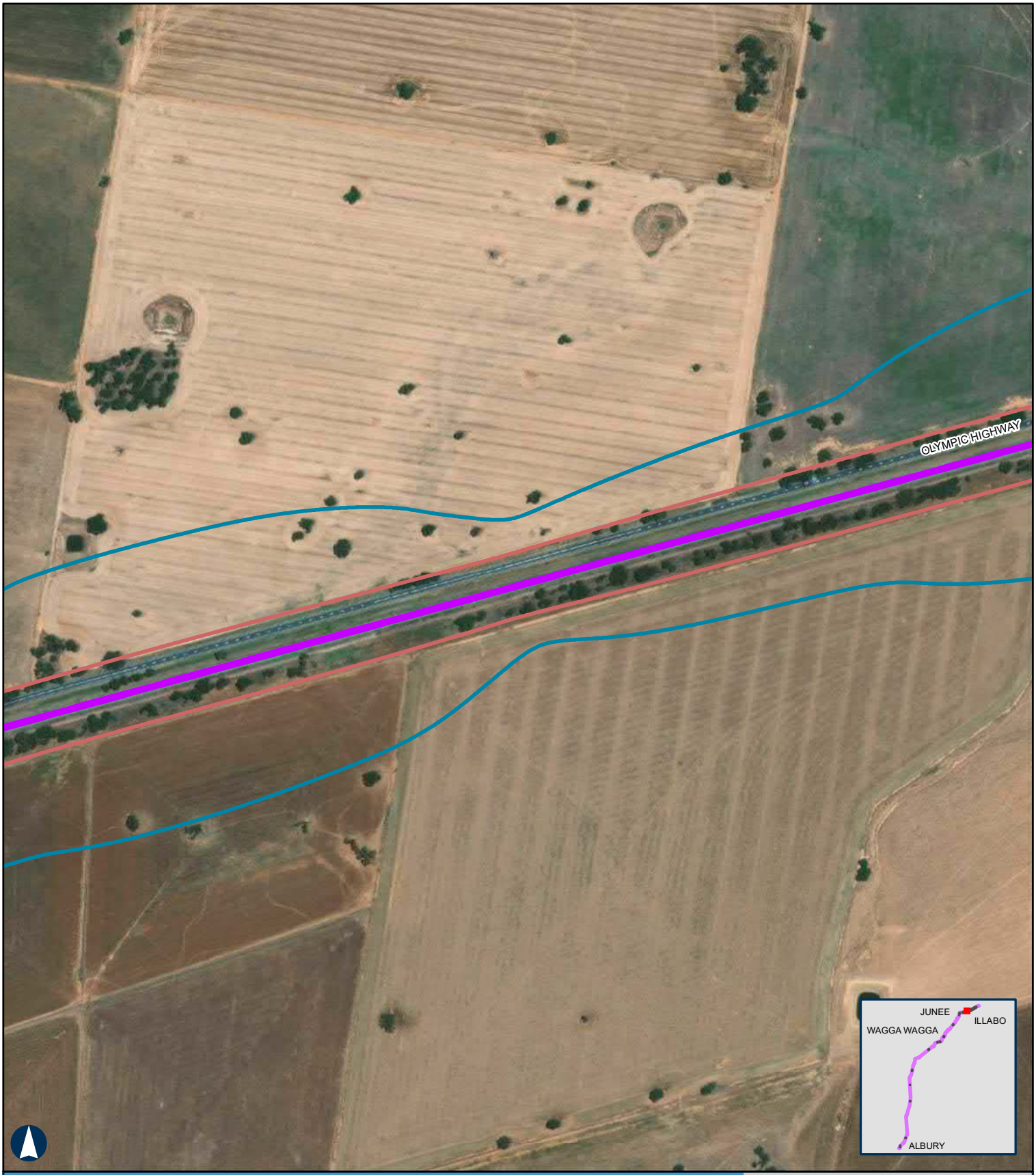

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 28 of 37

100m

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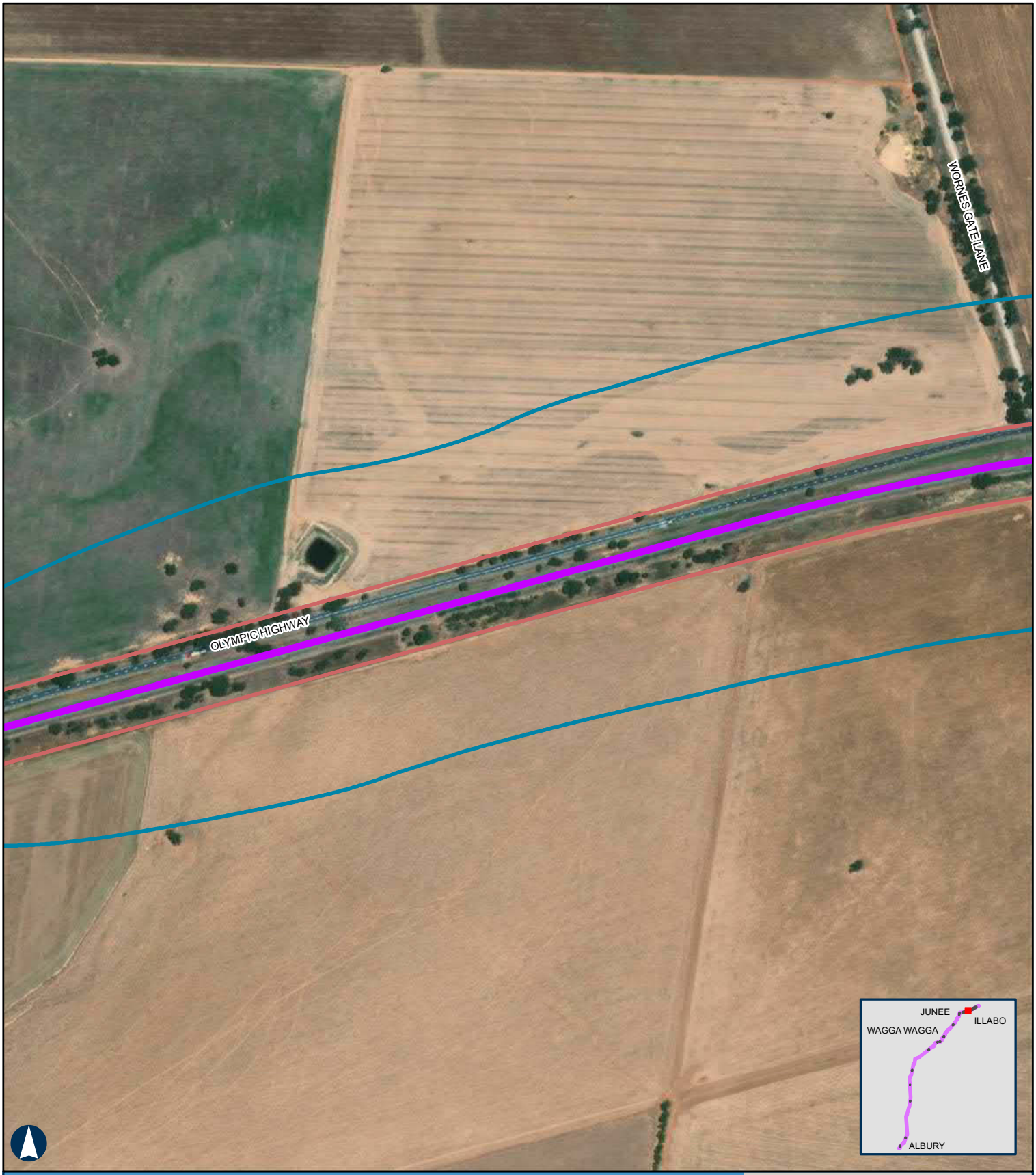

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 29 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:6,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Daytime noise criteria LAeq 15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LAmax 85dBA upgrading existing rail corridor

Noise contours are based on a set distance above the local terrain level of 2.4m.

ARTC InlandRail

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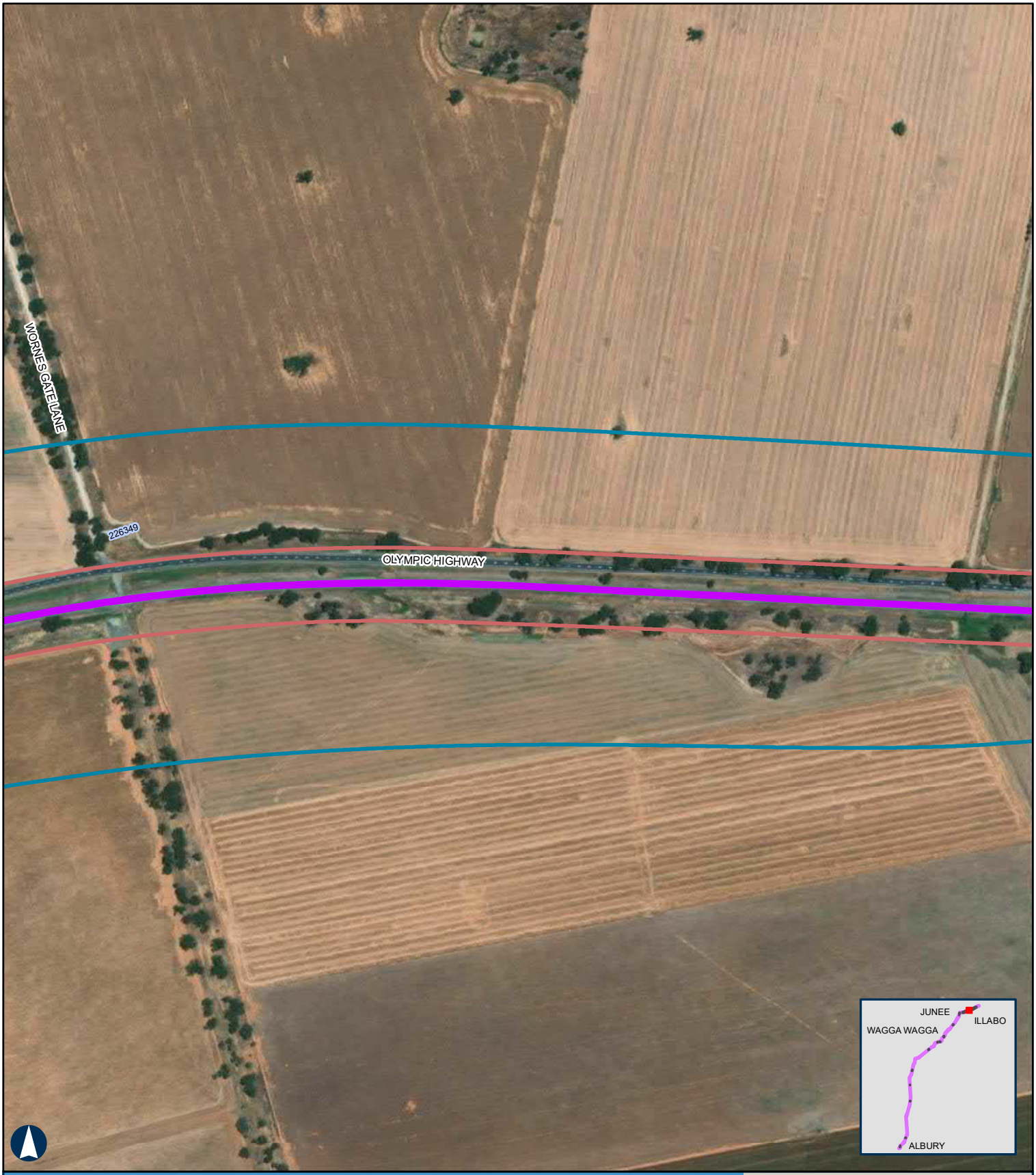

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 30 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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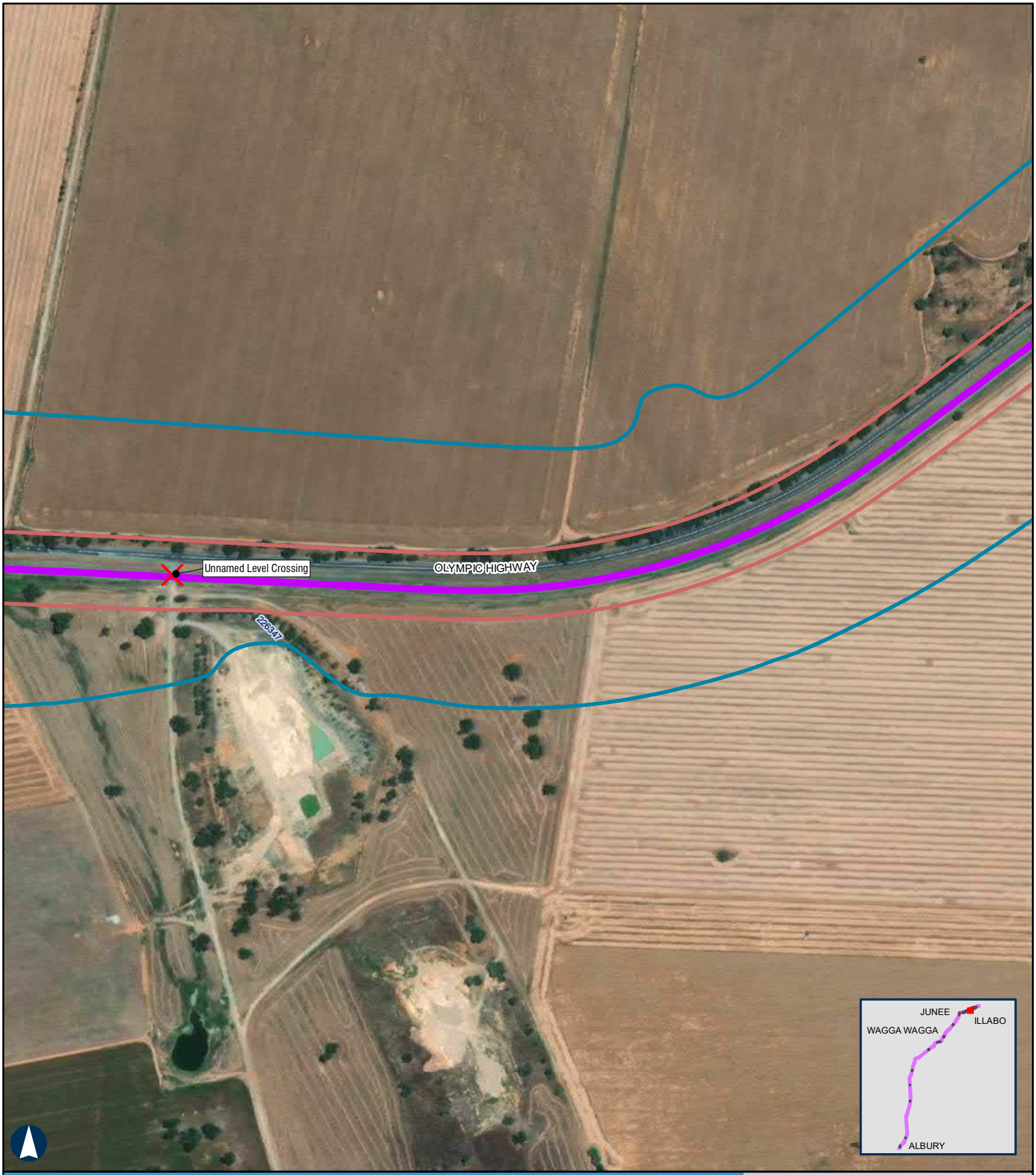

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 31 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 32 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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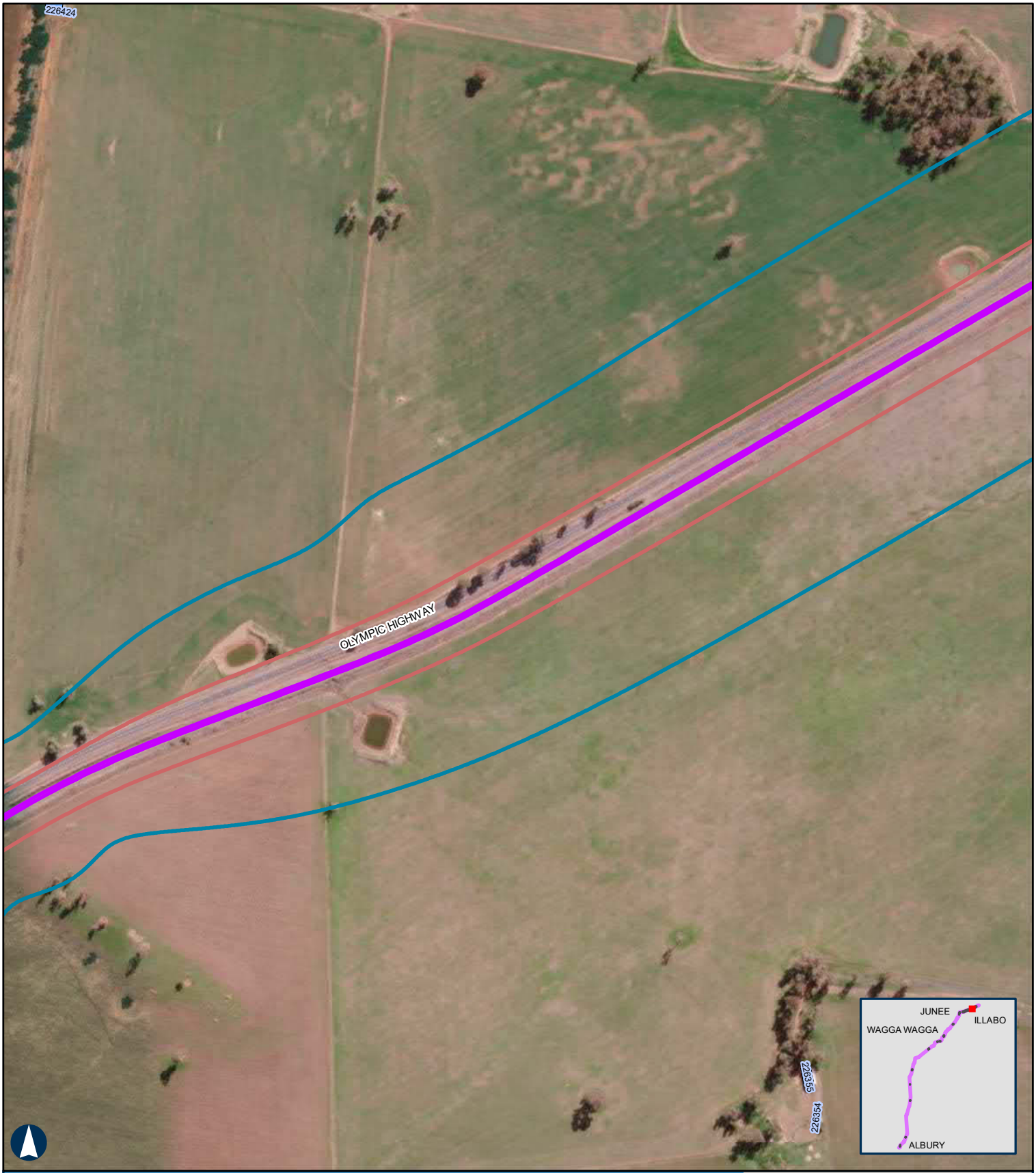

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 33 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 34 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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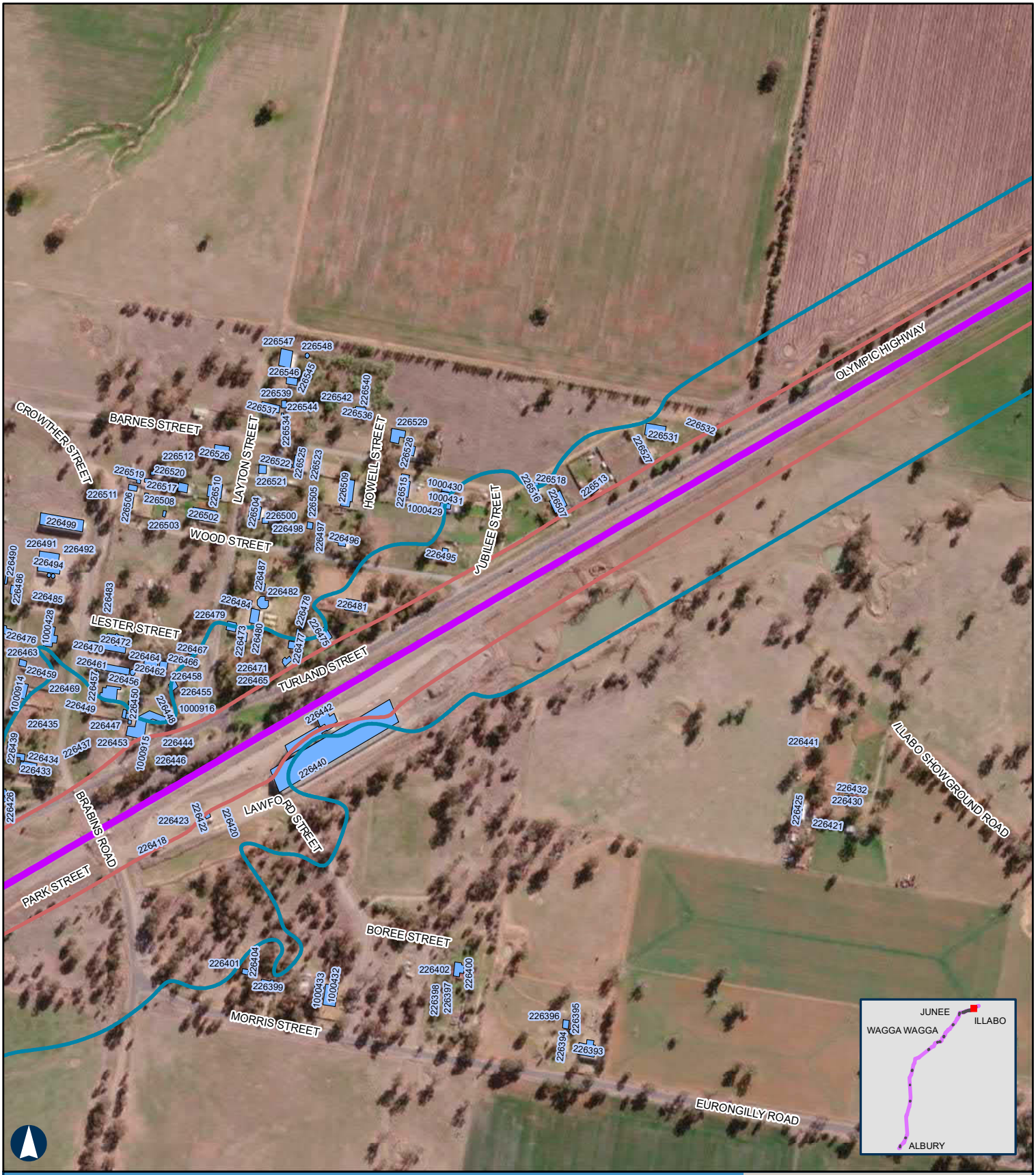

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 35 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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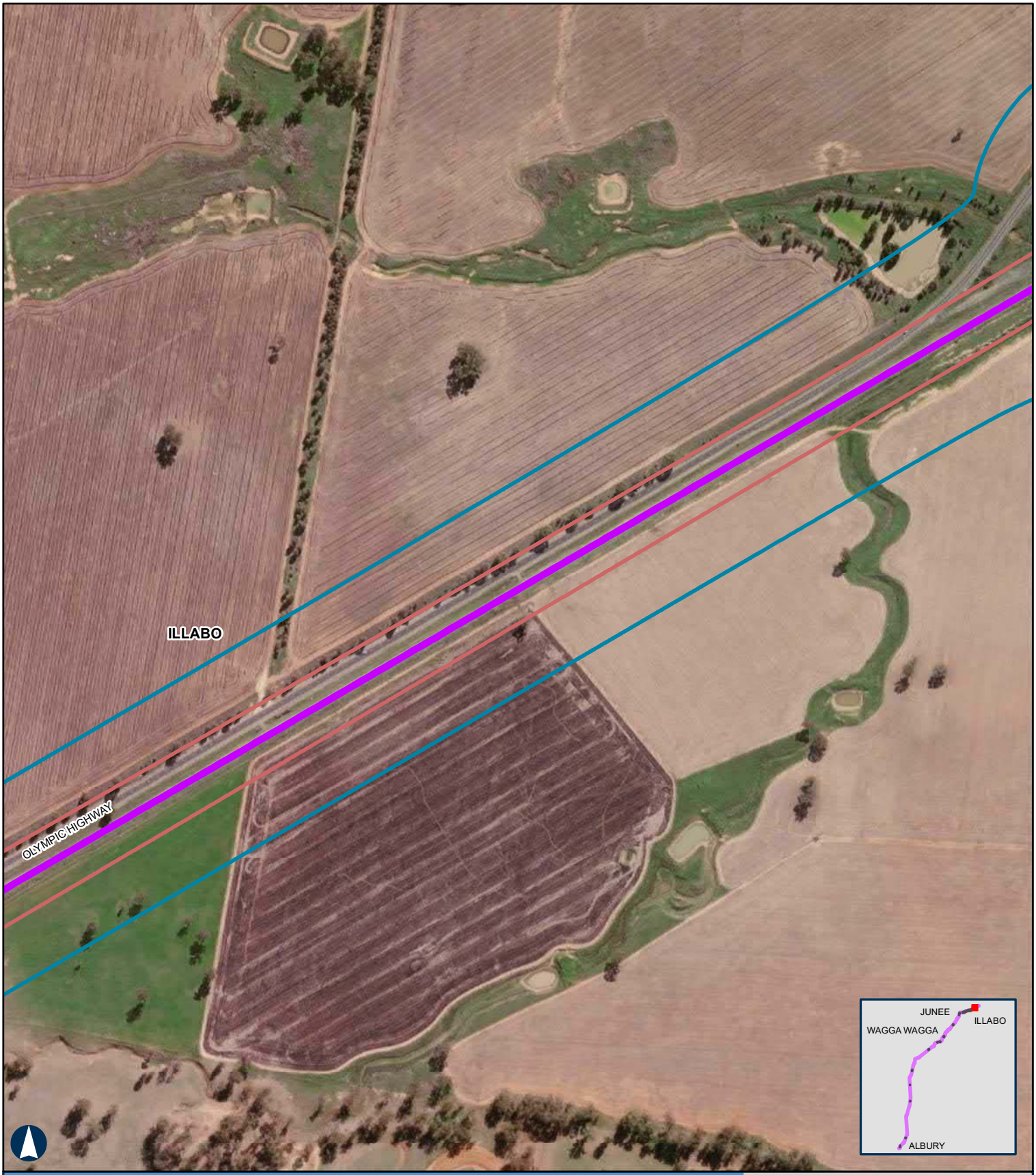

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 36 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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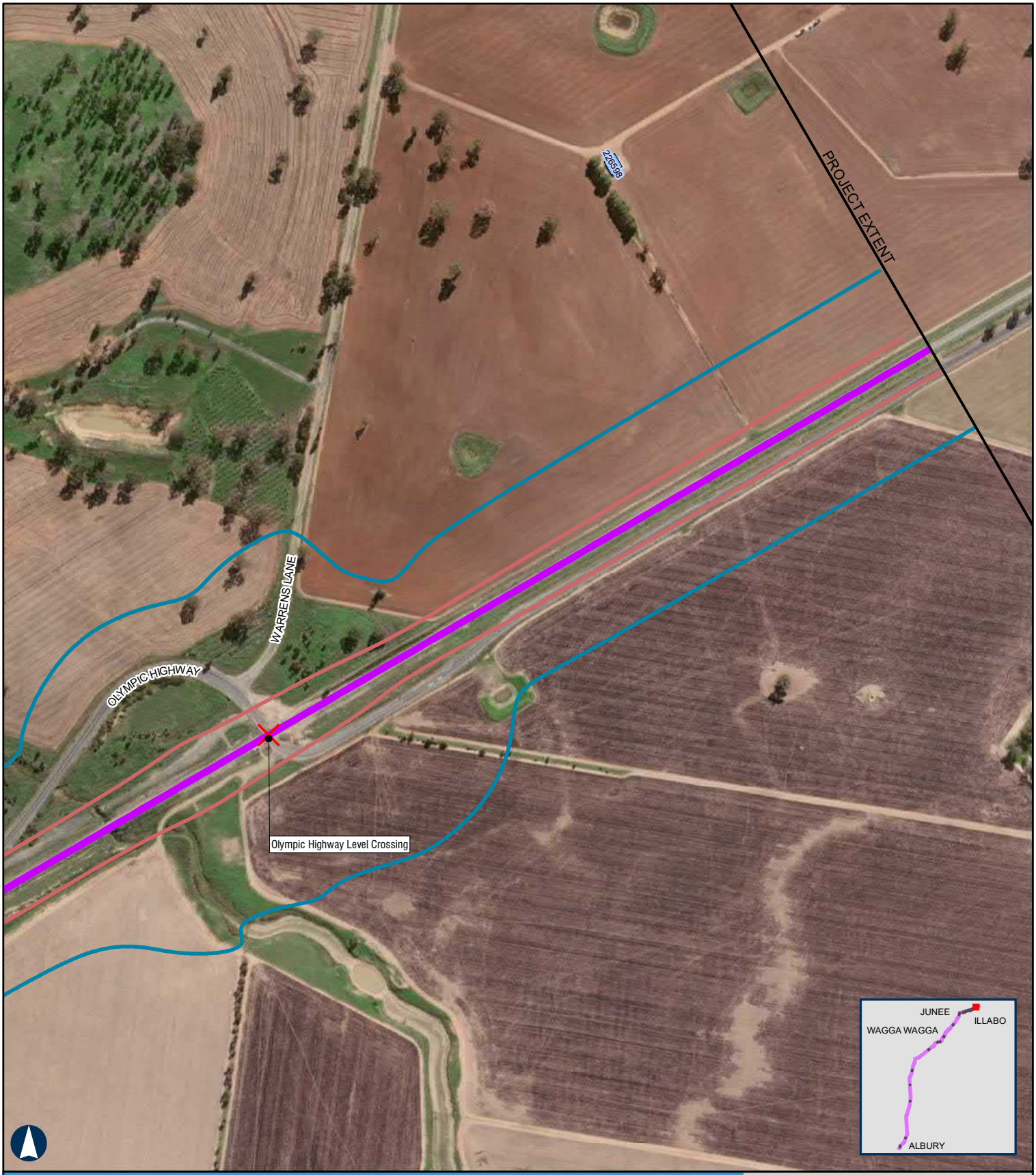

ALBURY TO ILLABO

Year 2025 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 37 of 37

100m

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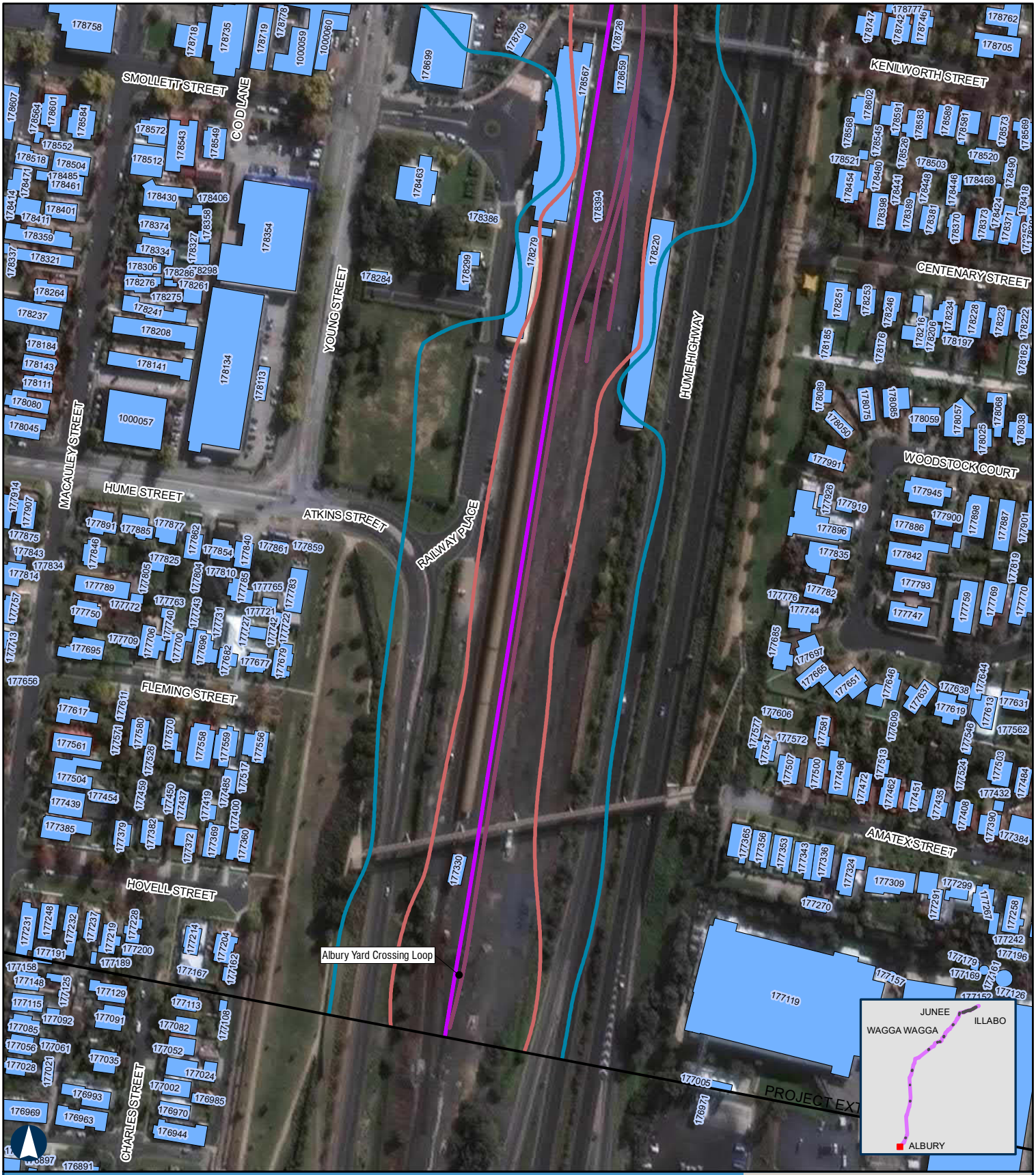

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Albury Yard

APPENDIX D - Map 1 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
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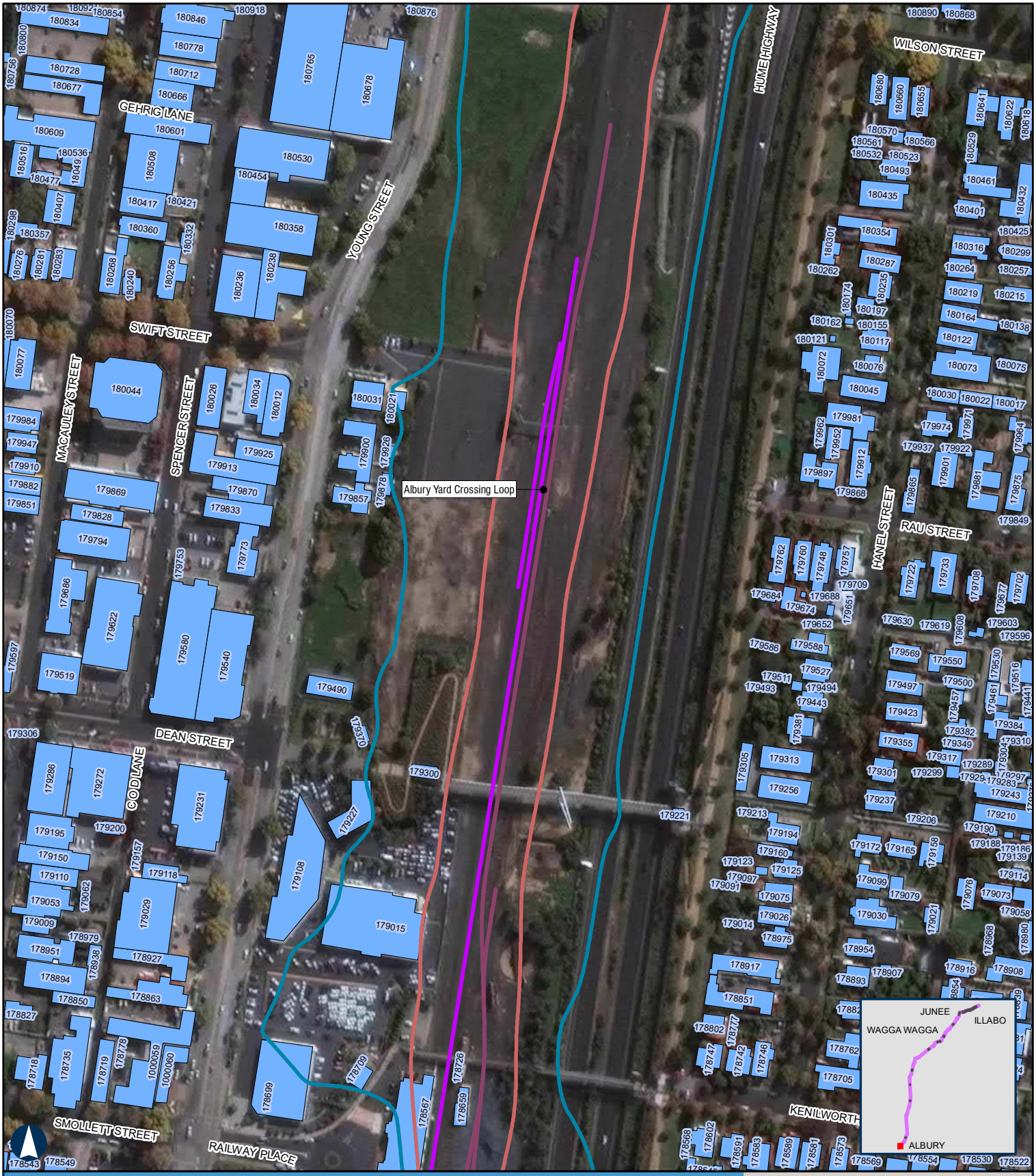

ALBURY TO ILLABO Year 2025 Night-time Rail Noise Levels - Albury Yard

APPENDIX D - Map 2 of 37

100m

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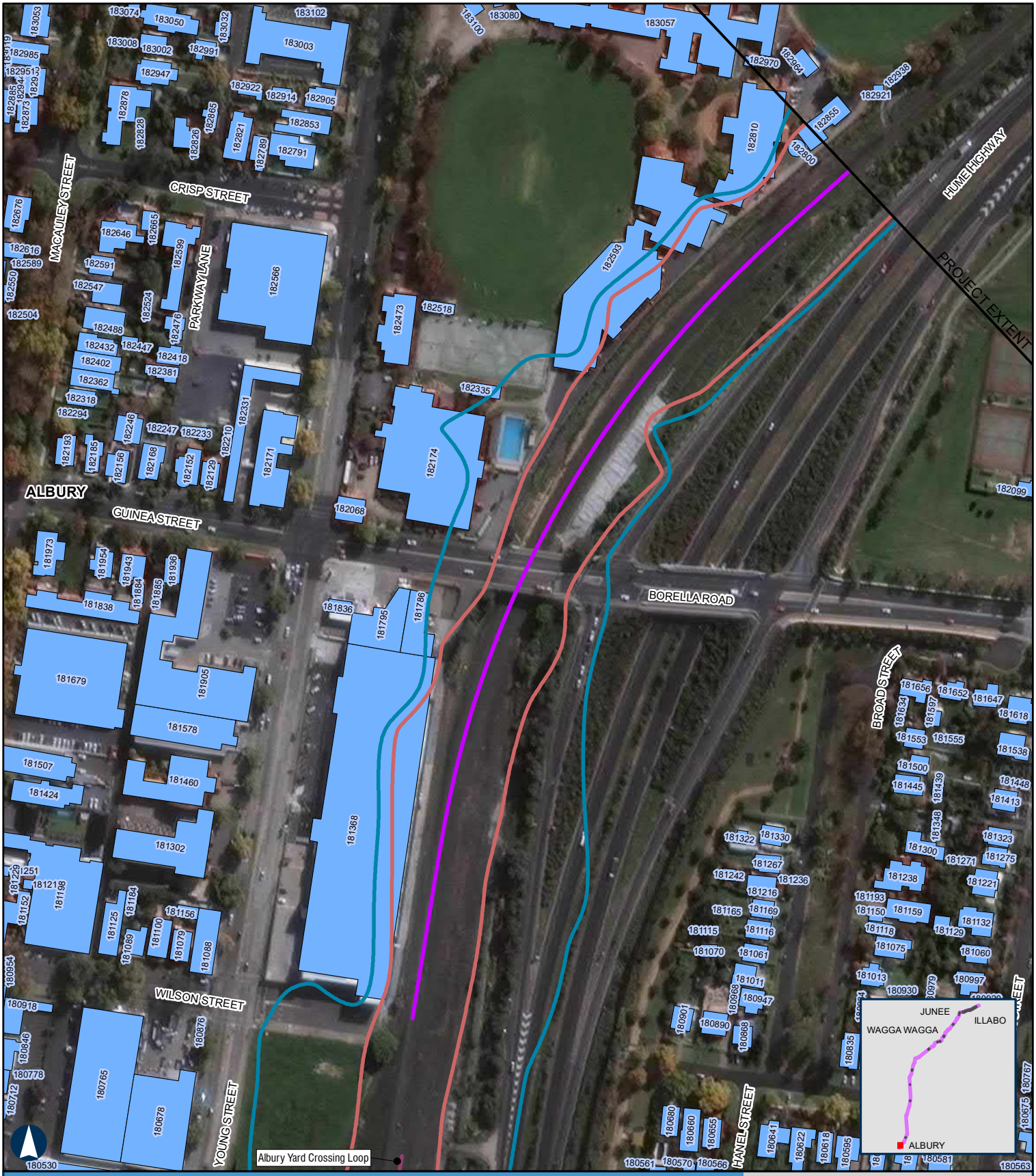

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Riverina Highway Bridge

APPENDIX D - Map 3 of 37

100m

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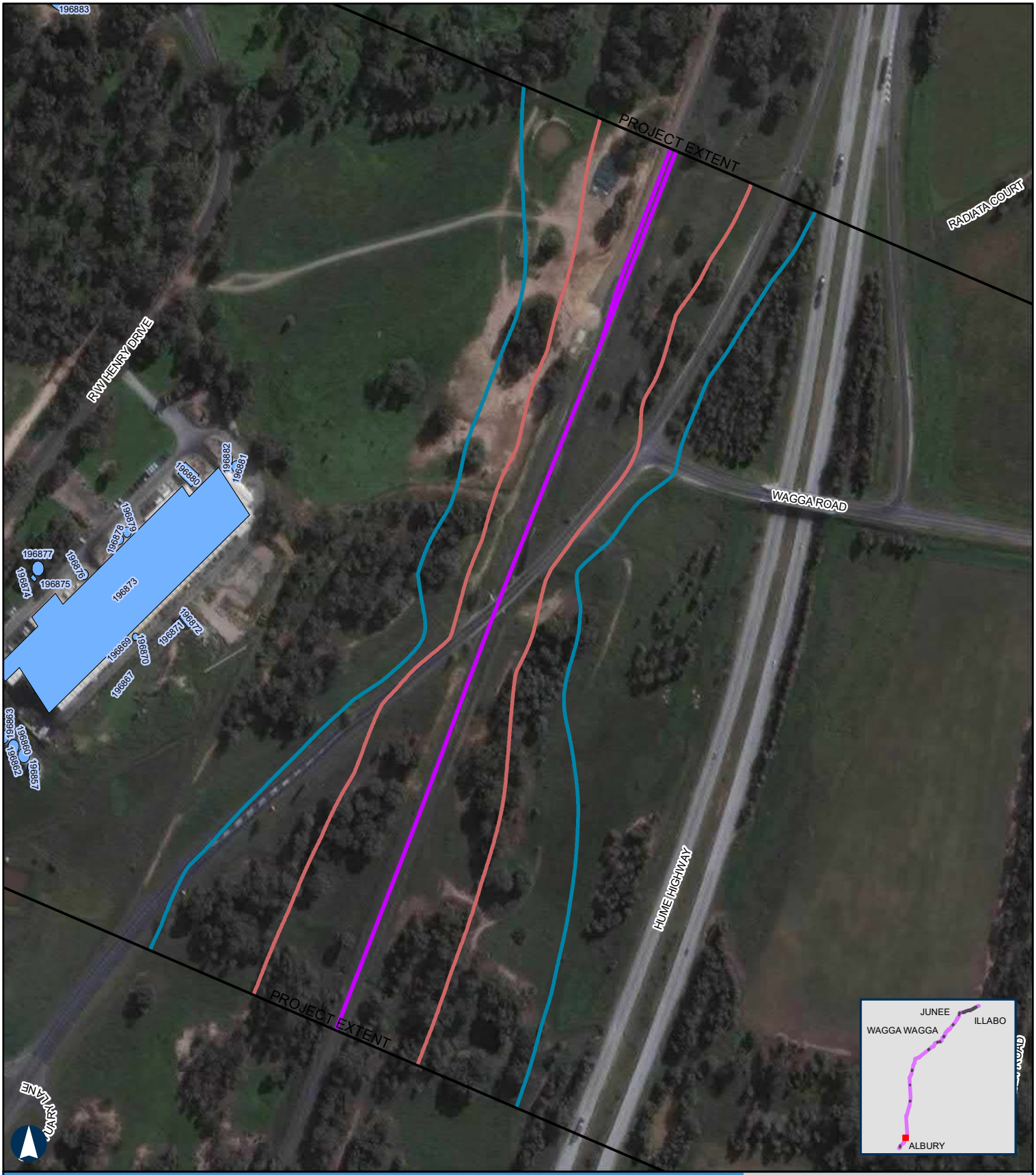

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Billy Hughes Bridge

APPENDIX D - Map 4 of 37

100m

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ALBURY TO ILLABO Year 2025 Night-time Rail Noise Levels - Culcairn Yard

APPENDIX D - Map 5 of 37

100m

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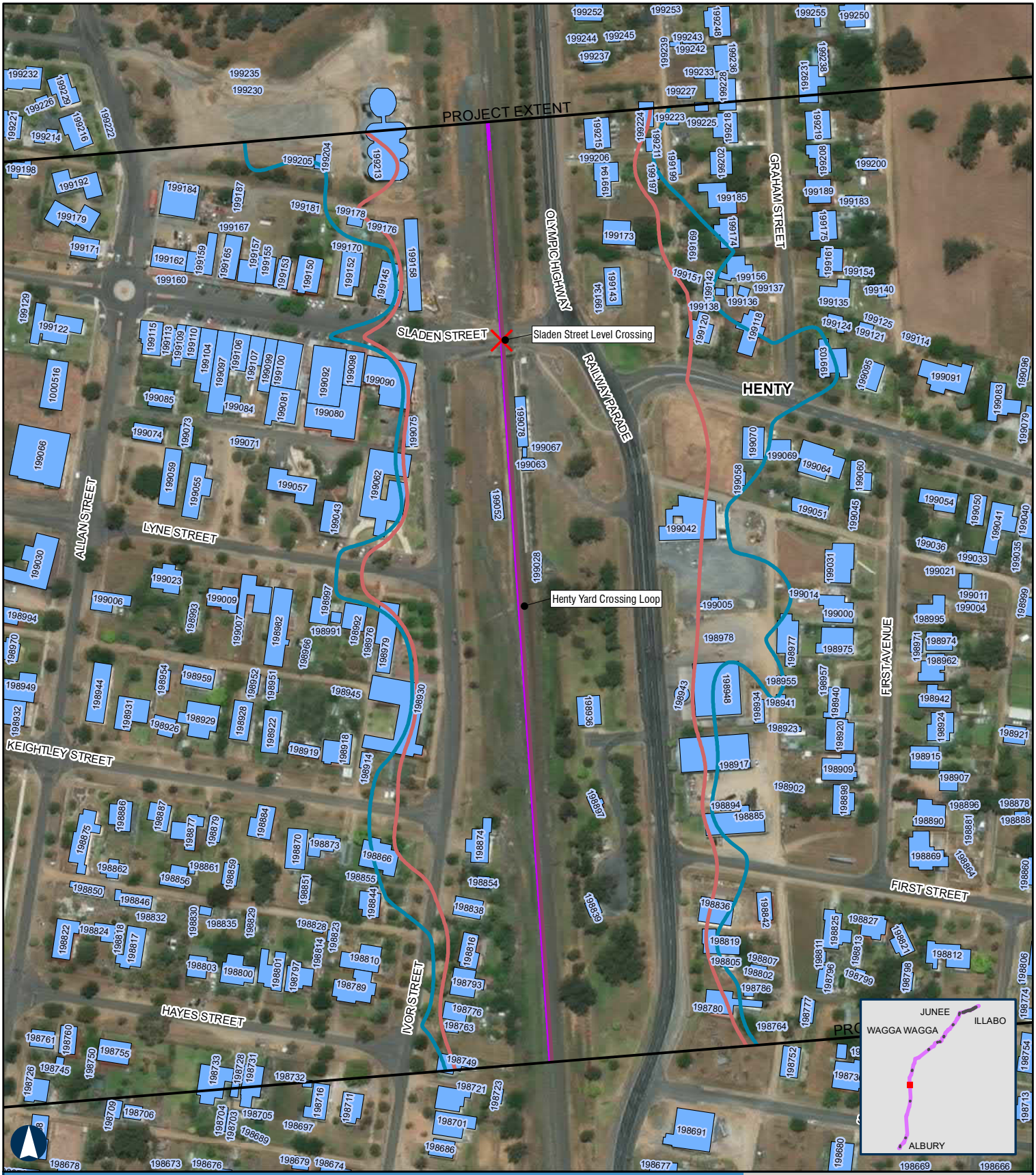

ALBURY TO ILLABO Year 2025 Night-time Rail Noise Levels - Henty Yard

APPENDIX D - Map 6 of 37

100m

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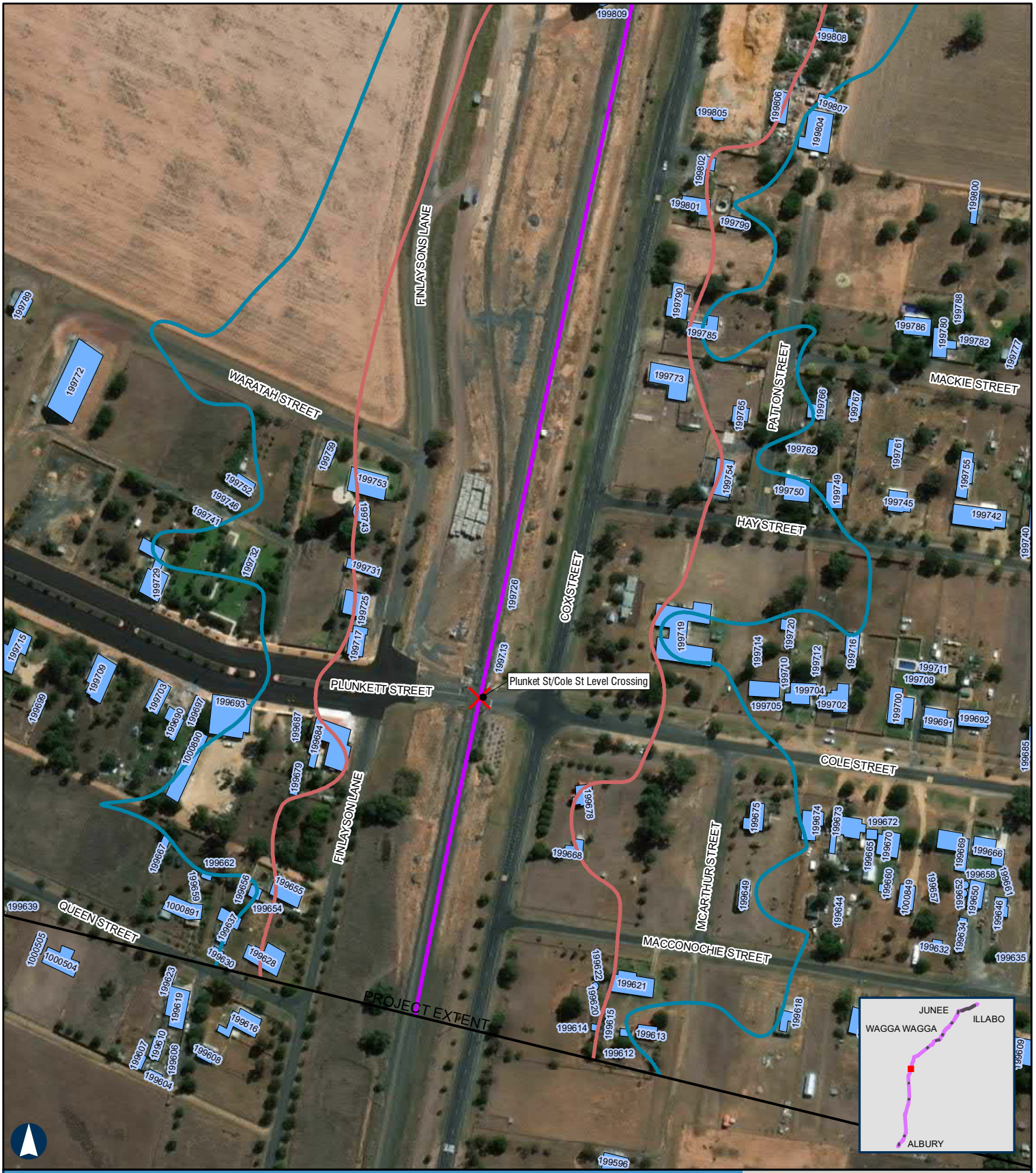

ALBURY TO ILLABO Year 2025 Night-time Rail Noise Levels - Yerong Creek Yard

APPENDIX D - Map 7 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
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- Receptors
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Noise contours are based on a set distance above the local terrain level of 2.4m.

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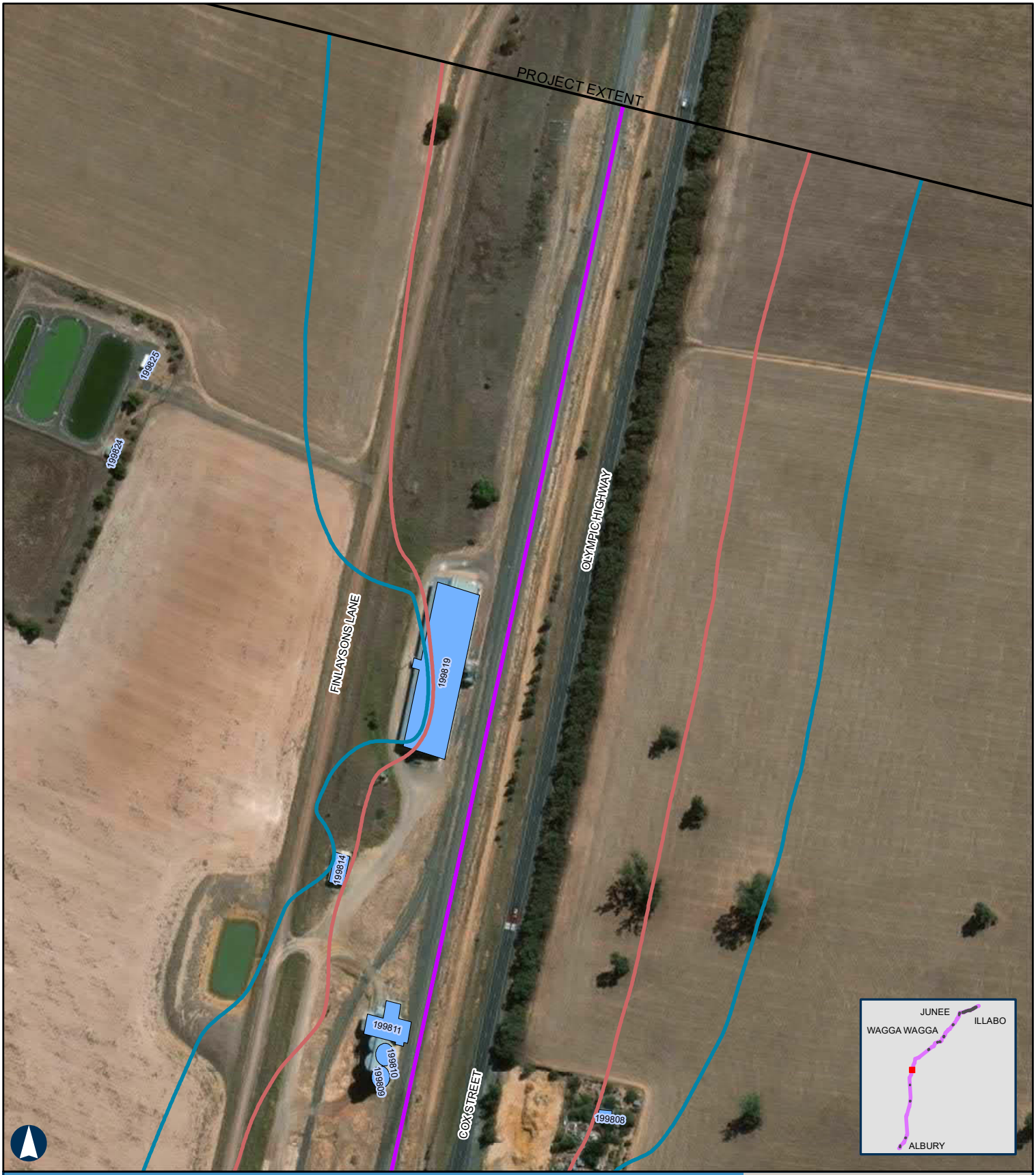

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Yerong Creek Yard

APPENDIX D - Map 8 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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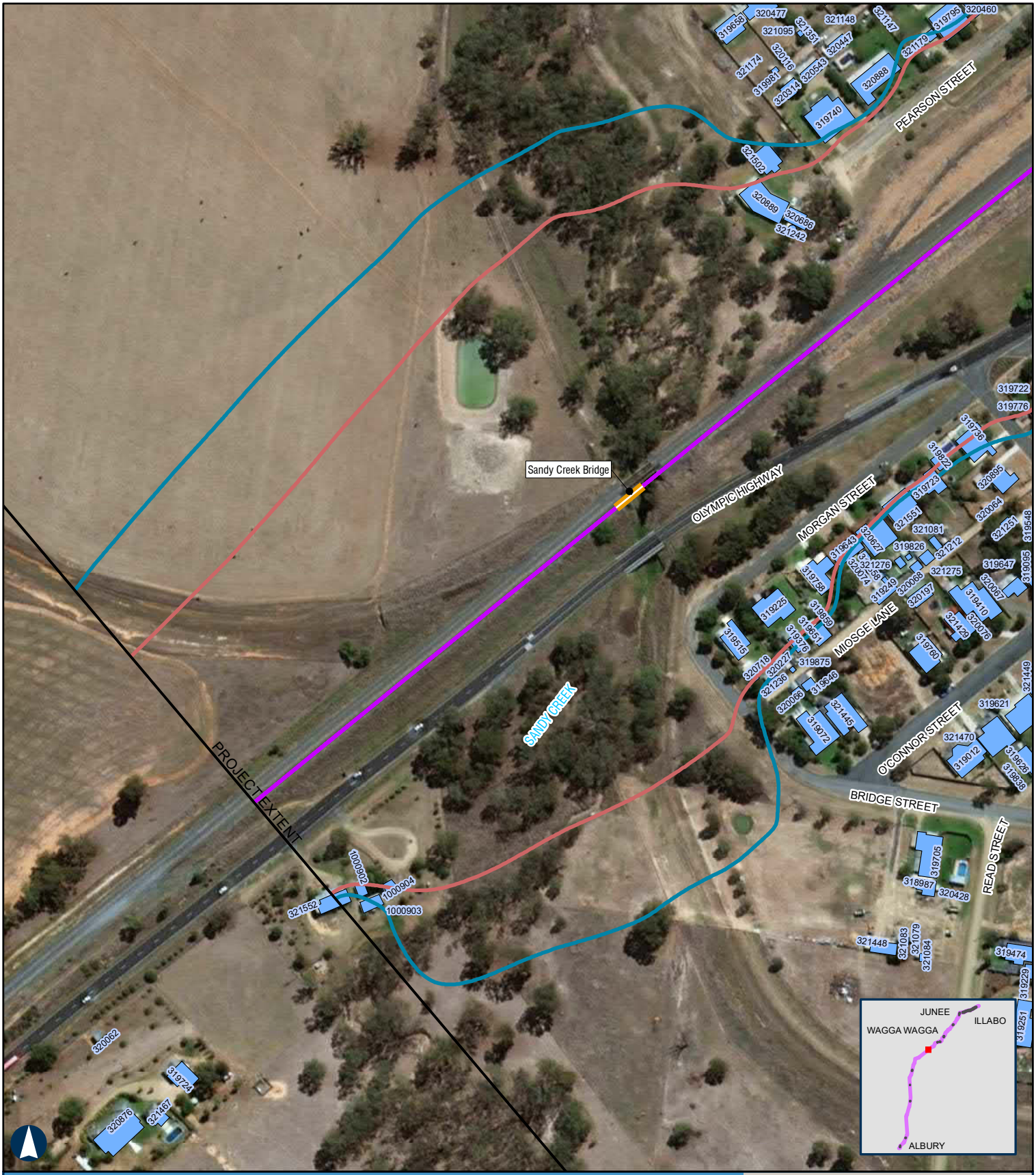

ALBURY TO ILLABO Year 2025 Night-time Rail Noise Levels - Uranquinty Yard

APPENDIX D - Map 9 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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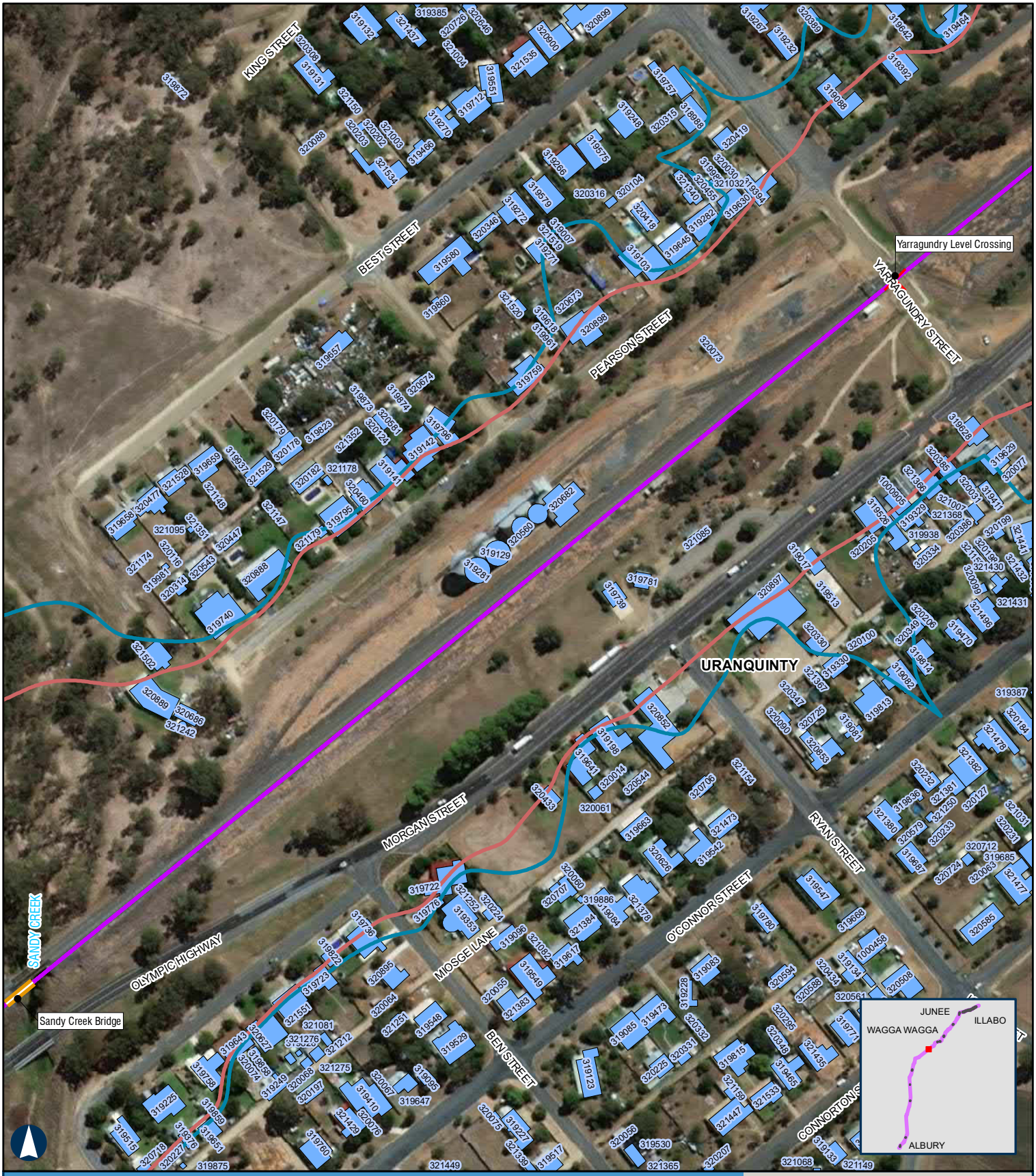

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Uranquinty Yard

APPENDIX D - Map 10 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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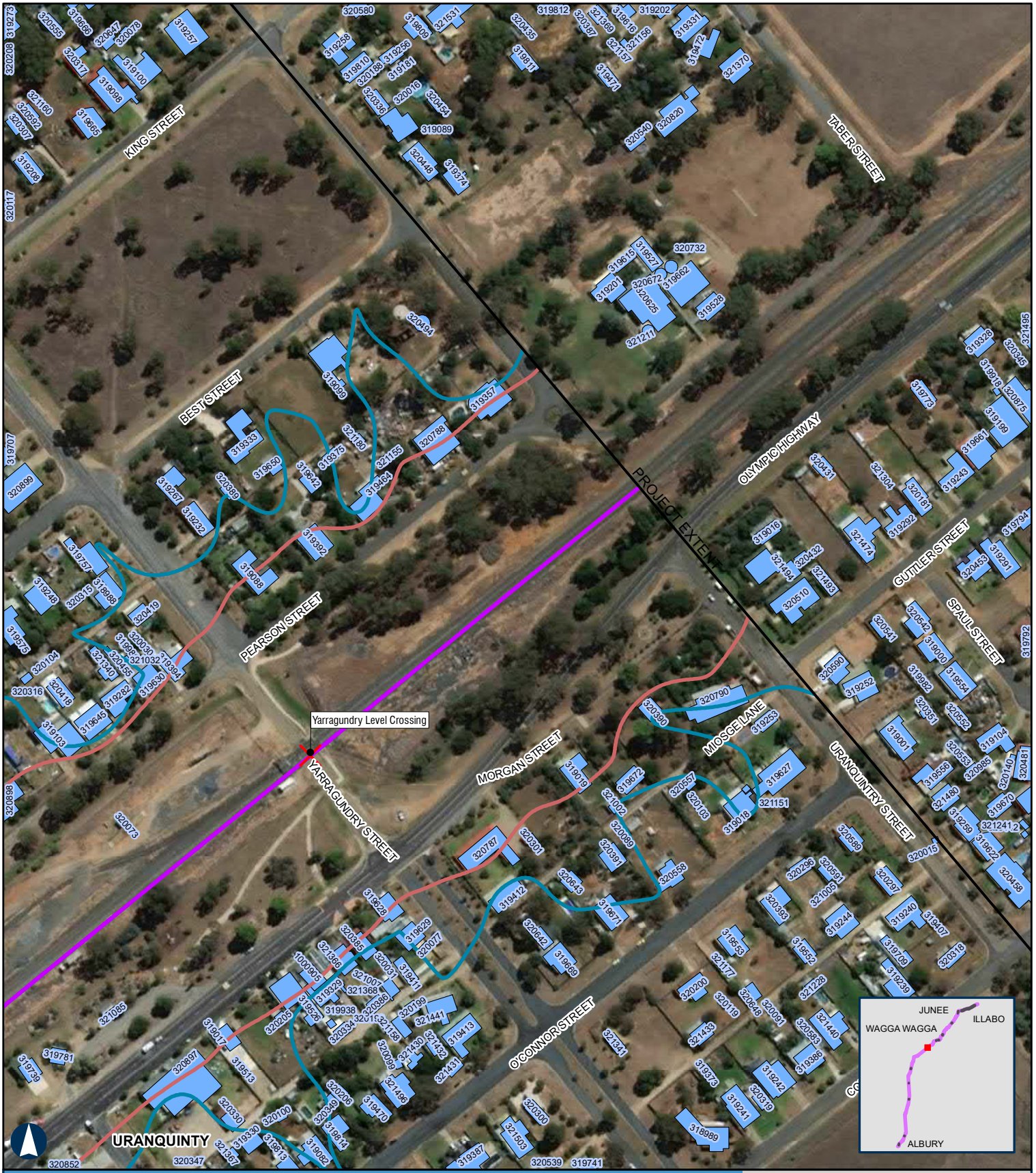

ALBURY TO ILLABO Year 2025 Night-time Rail Noise Levels - Uranquinty Yard

APPENDIX D - Map 11 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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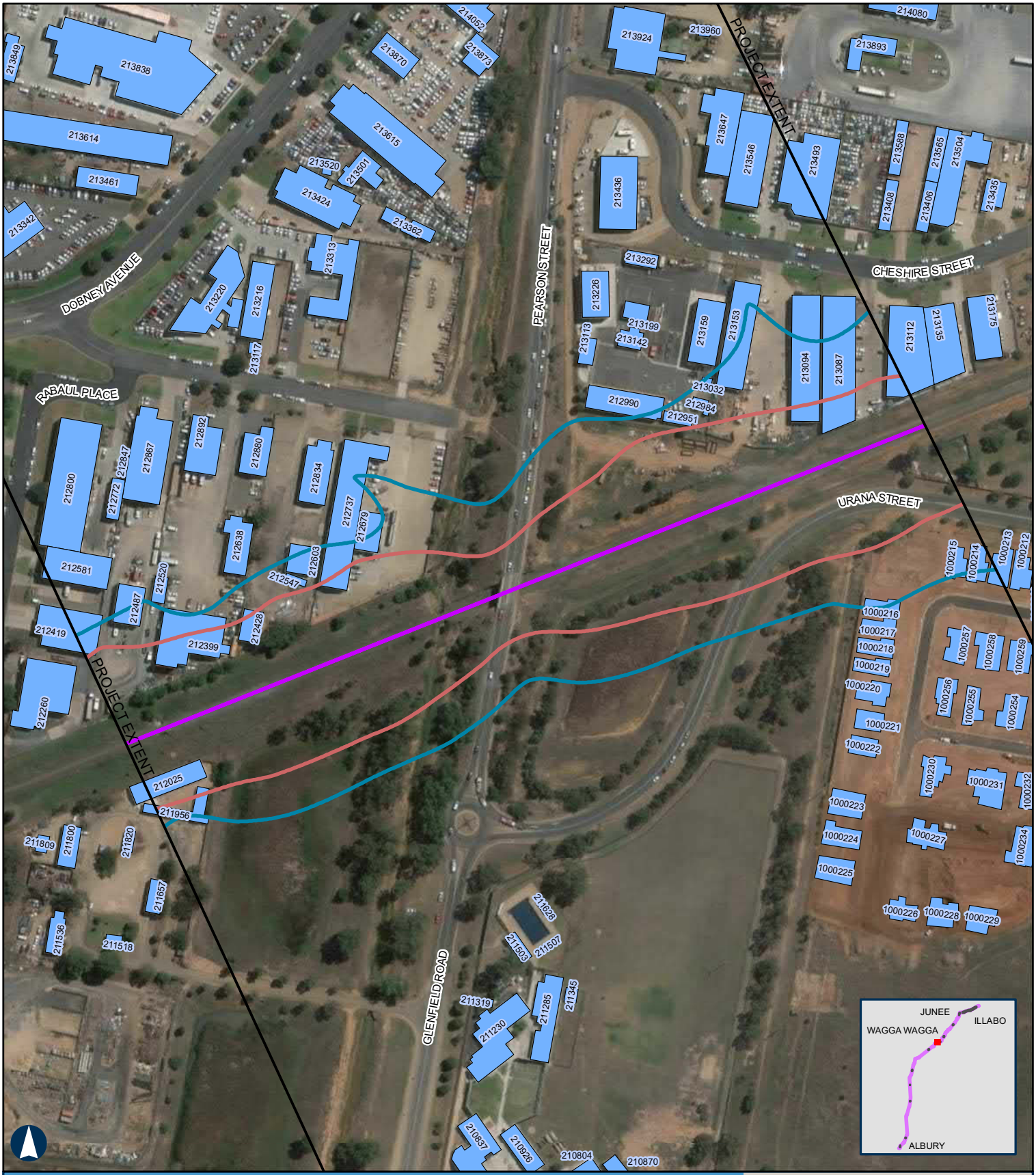

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Pearson Street Bridge

APPENDIX D - Map 12 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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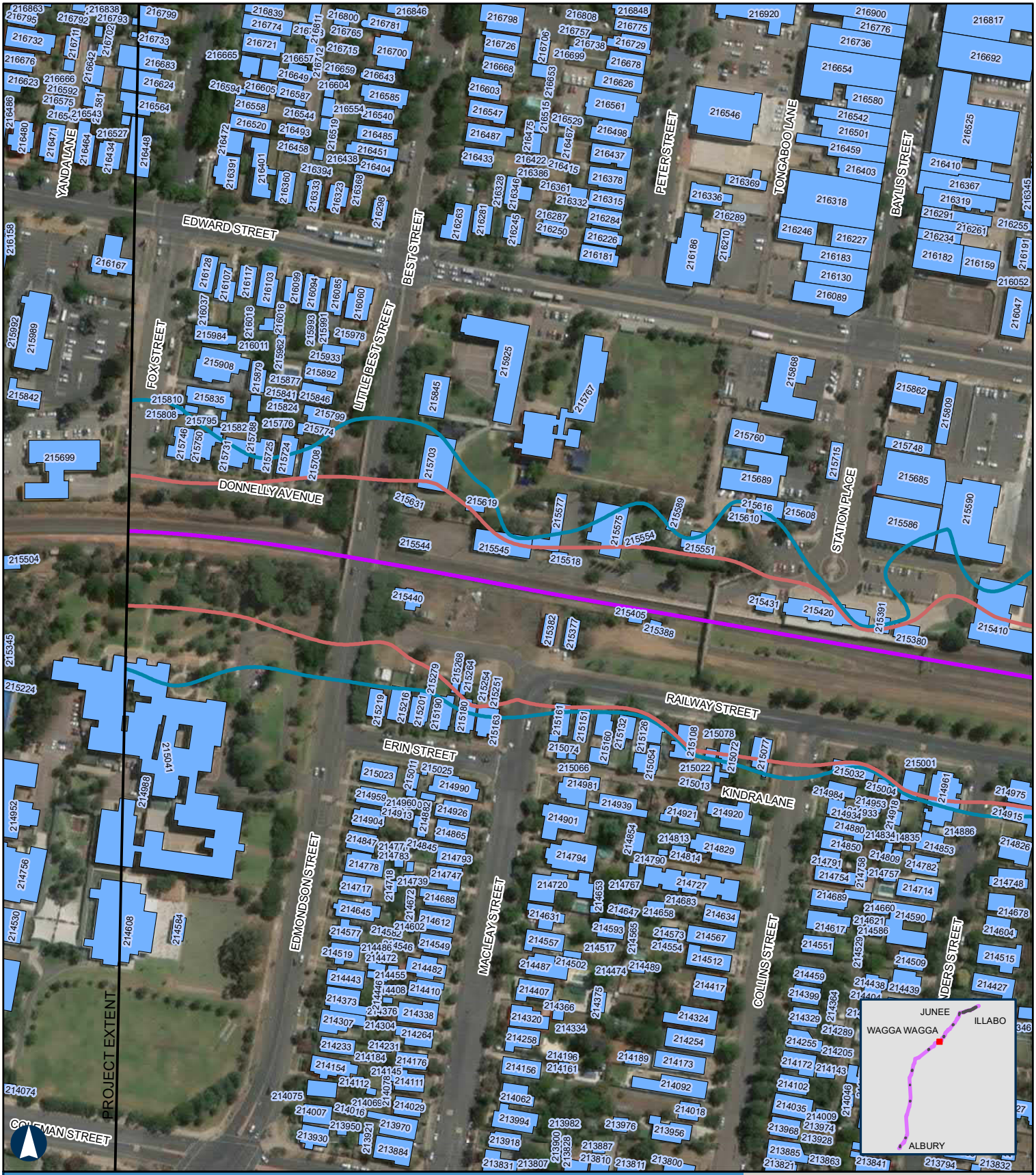

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Wagga Wagga Yard Section 1

APPENDIX D - Map 13 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Wagga Wagga Yard Section 2

APPENDIX D - Map 14 of 37

100m

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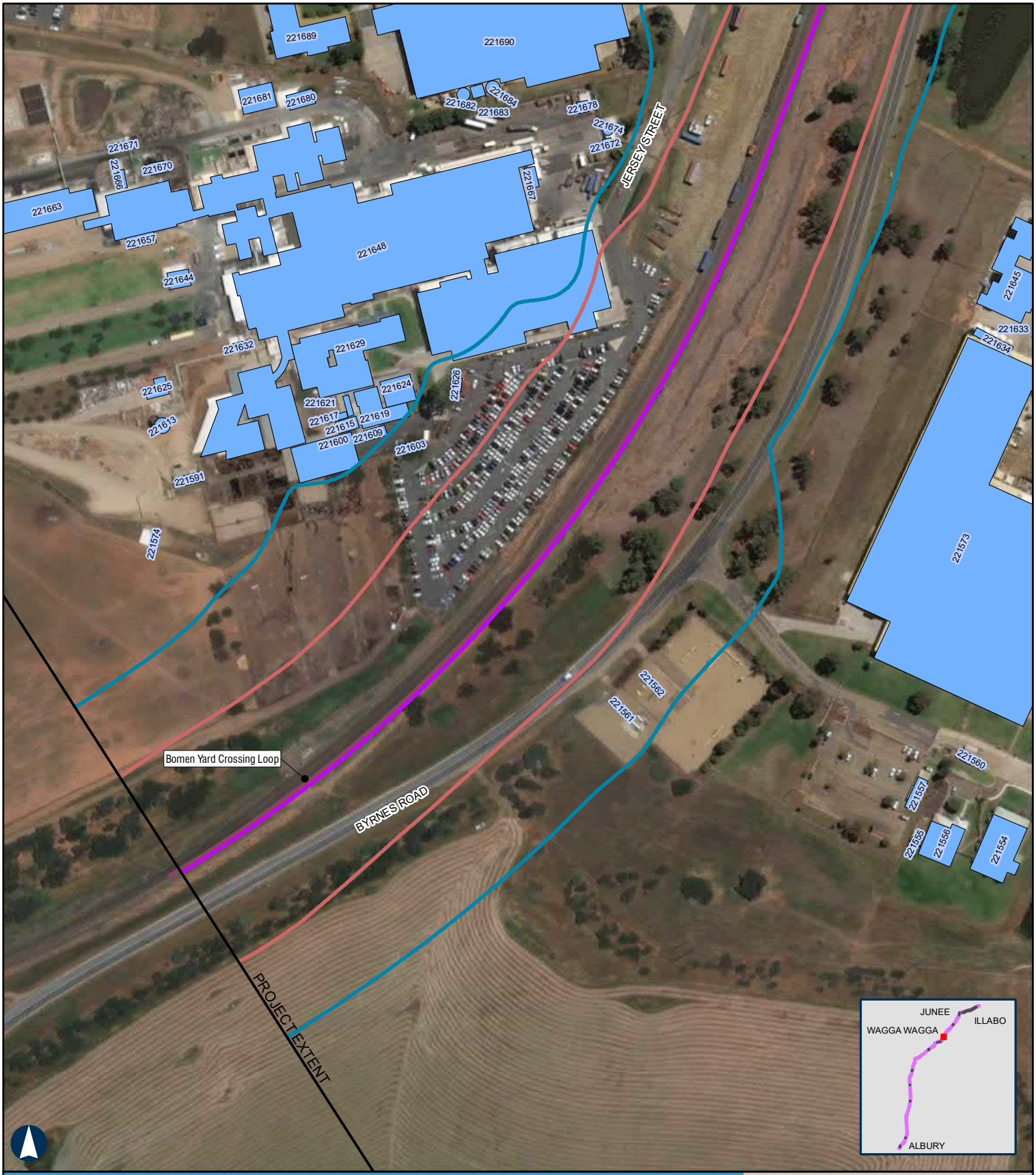

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Bomen Yard

APPENDIX D - Map 15 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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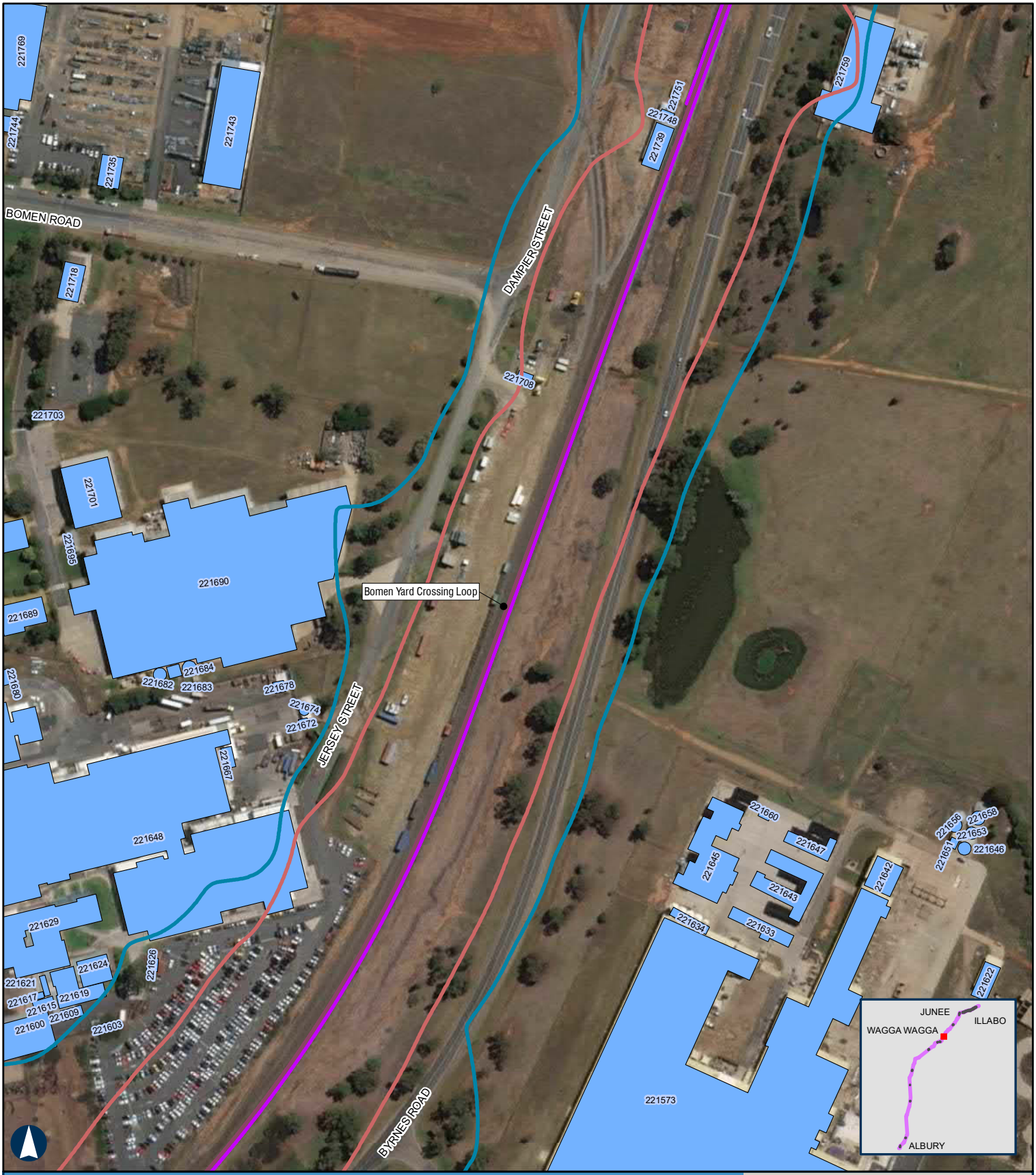

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Bomen Yard

APPENDIX D - Map 16 of 37

100m

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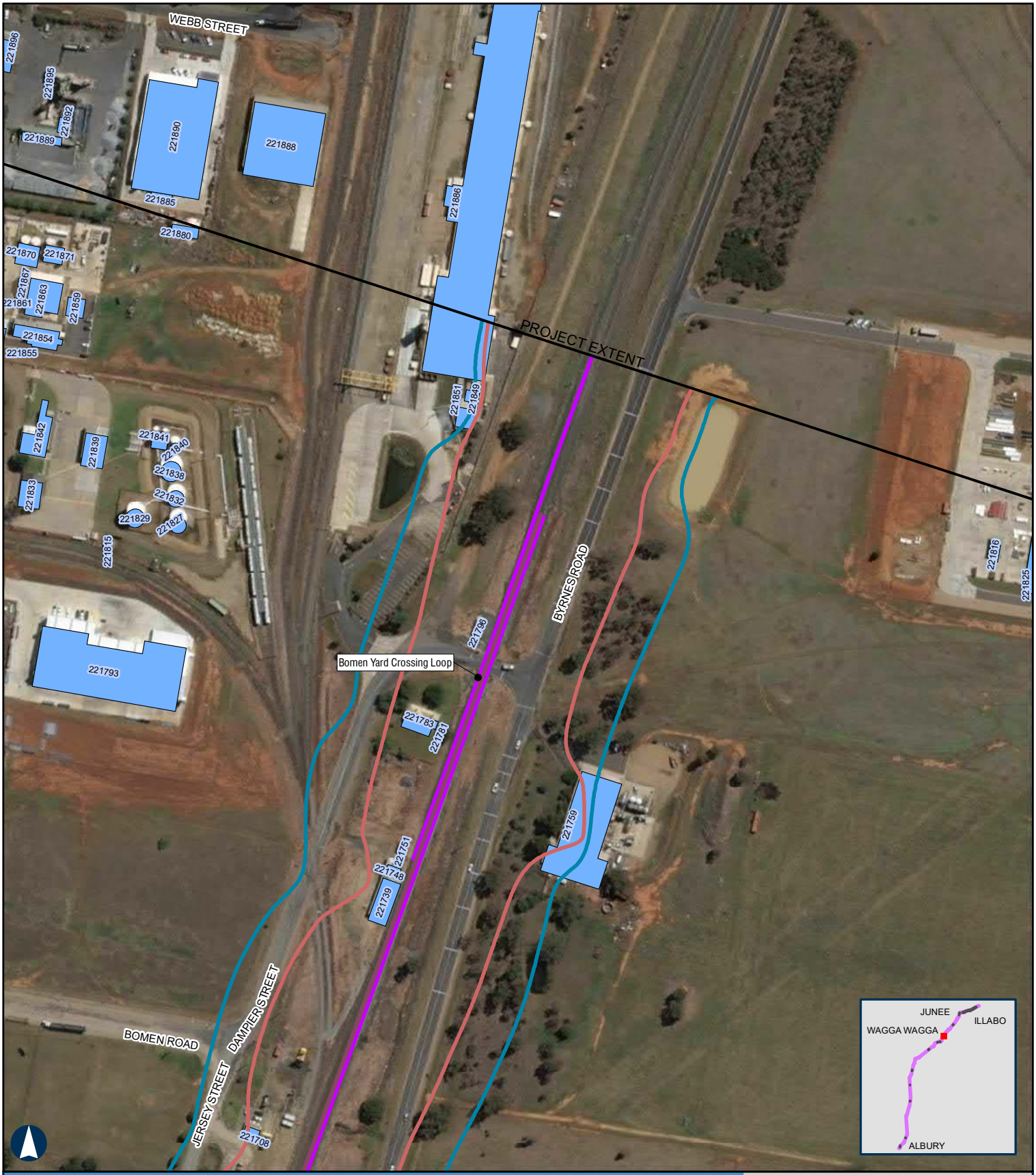

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Bomen Yard

APPENDIX D - Map 17 of 37

100m

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ALBURY TO ILLABO Year 2025 Night-time Rail Noise Levels - Harefield Yard

APPENDIX D - Map 18 of 37

100m

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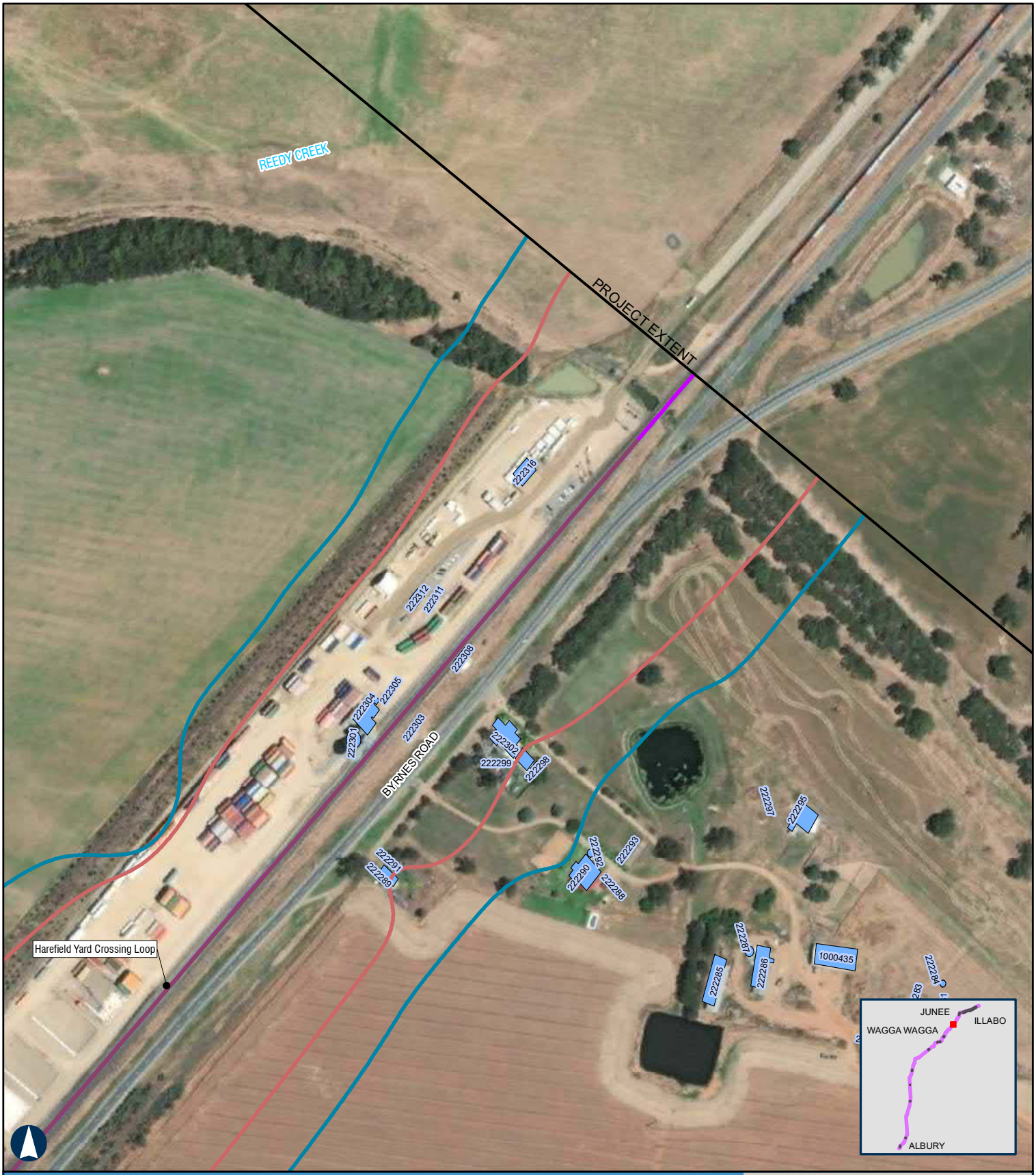

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Harefield Yard

APPENDIX D - Map 19 of 37

100m

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ALBURY TO ILLABO Year 2025 Night-time Rail Noise Levels - Junee Yard

APPENDIX D - Map 20 of 37

100m

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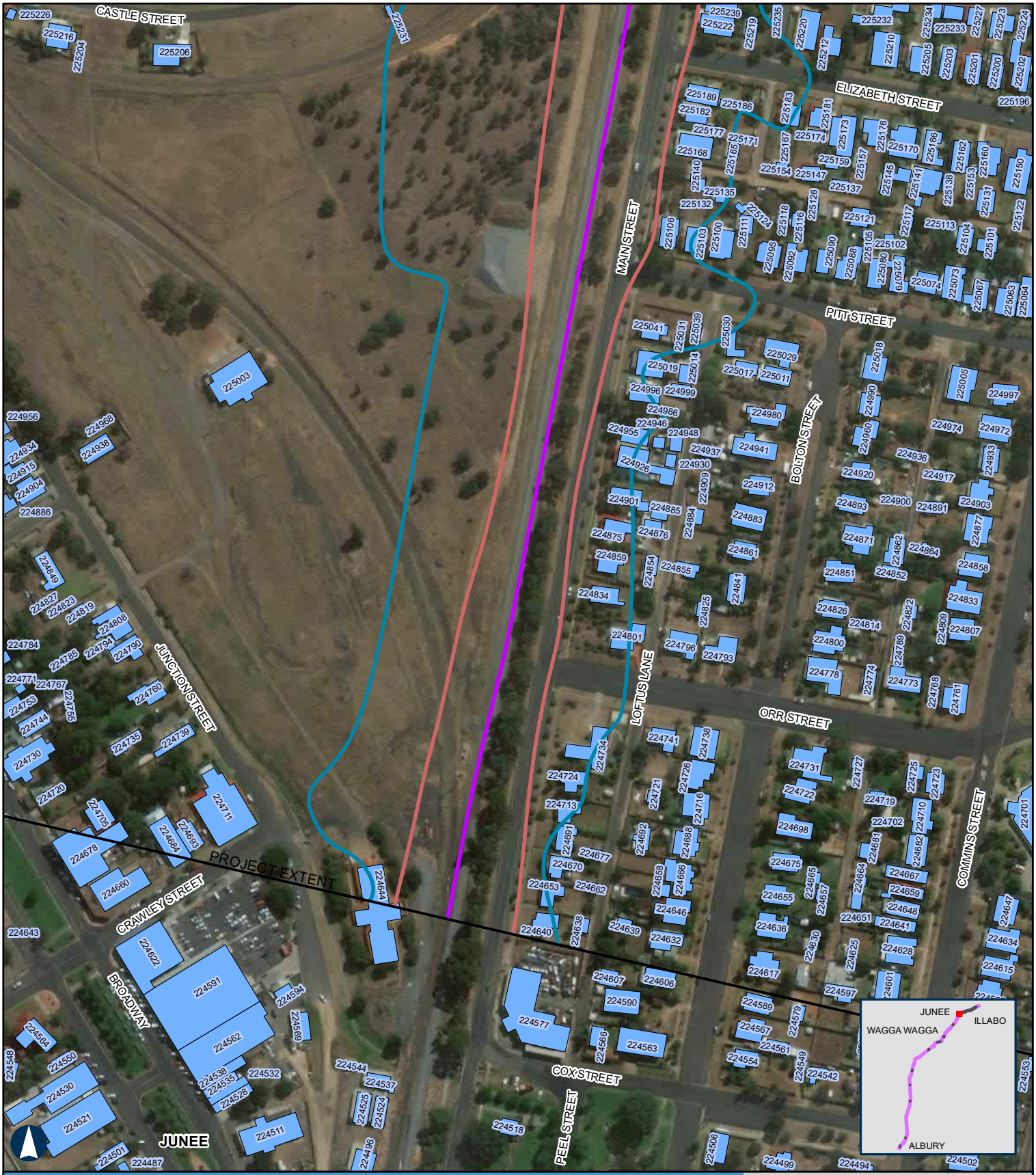

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Olympic Highway Bridge

APPENDIX D - Map 21 of 37

100m

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ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee Yard

APPENDIX D - Map 22 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
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Noise contours are based on a set distance above the local terrain level of 2.4m.

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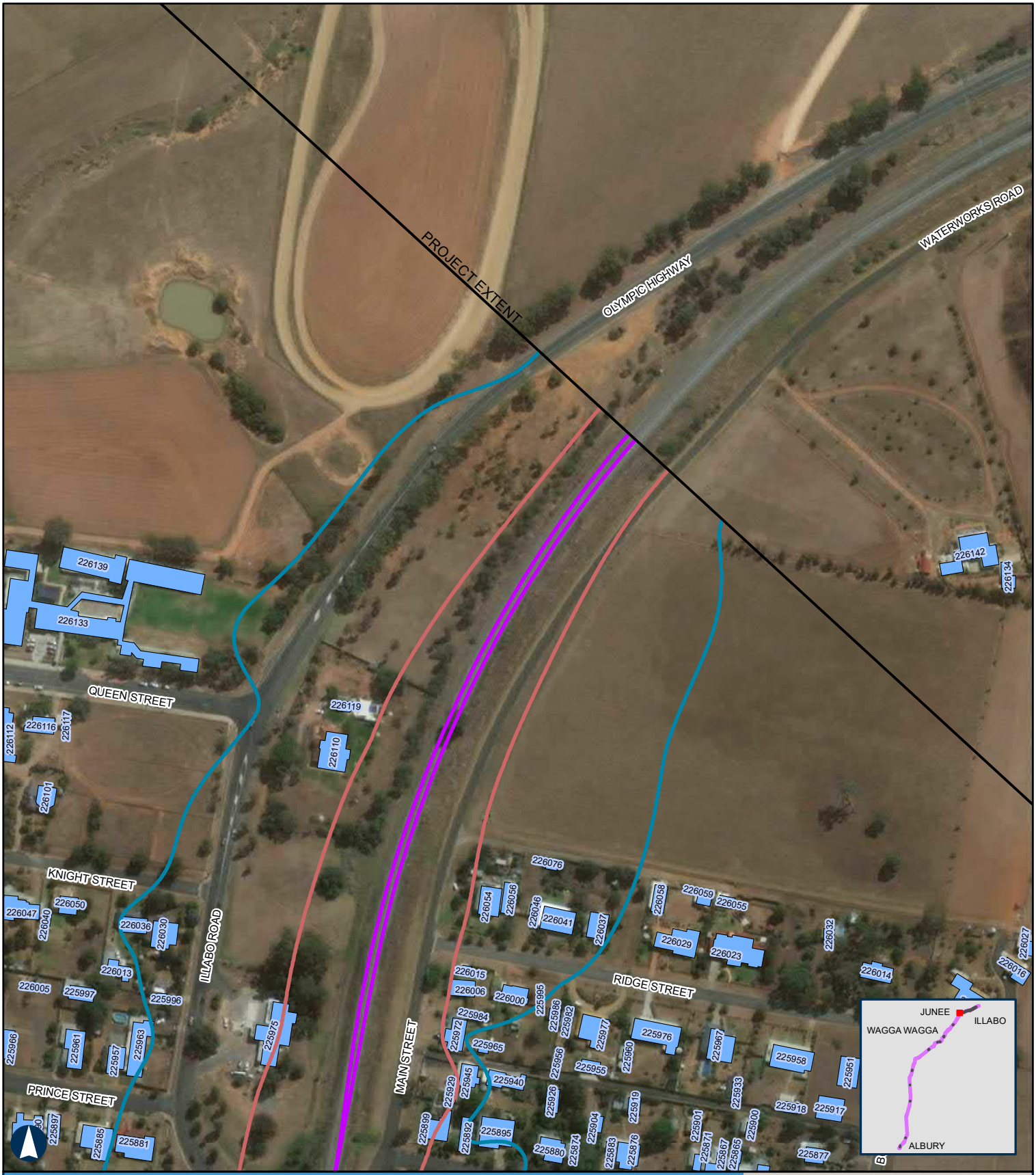

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee Yard

APPENDIX D - Map 23 of 37

100m

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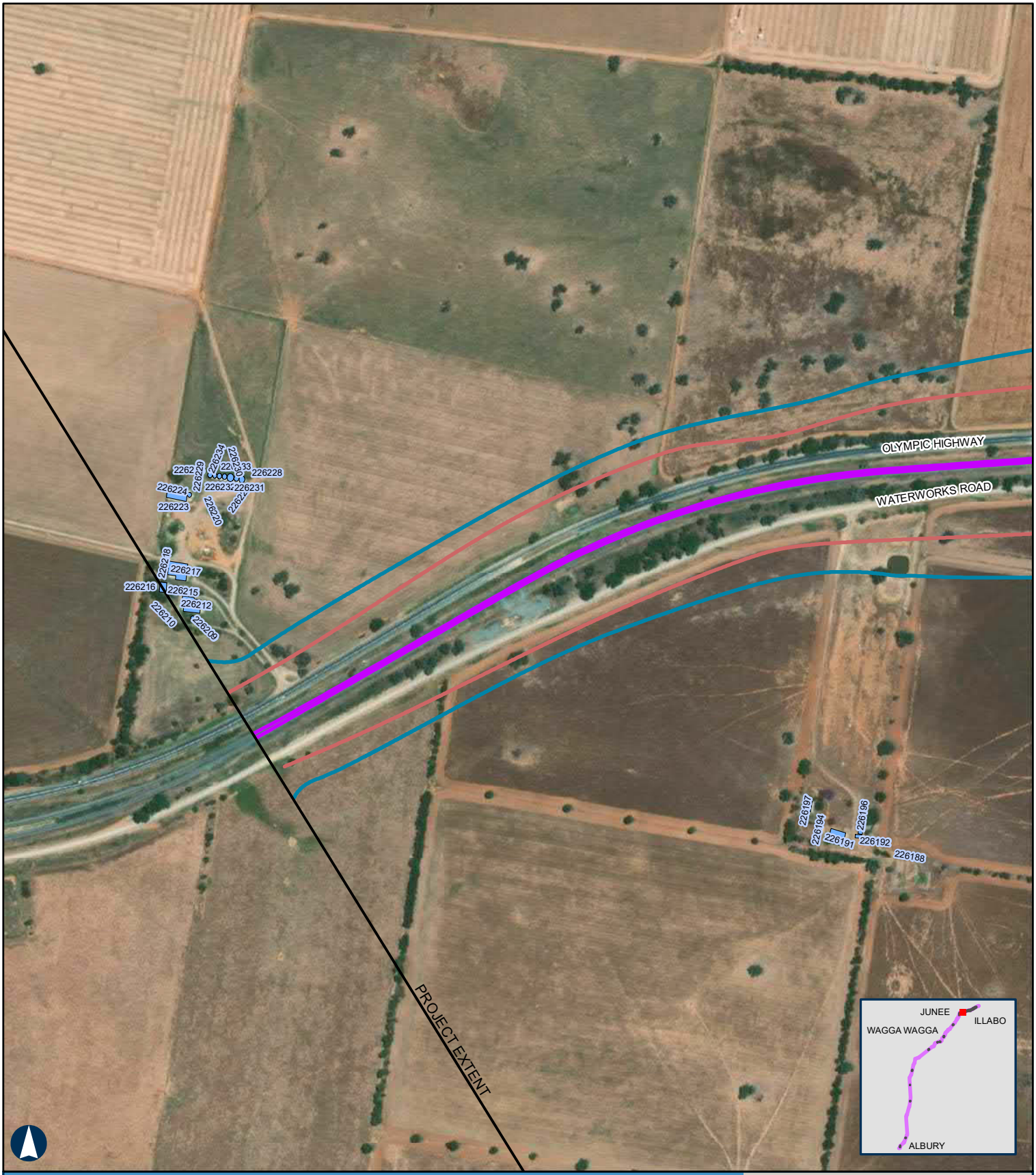

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 24 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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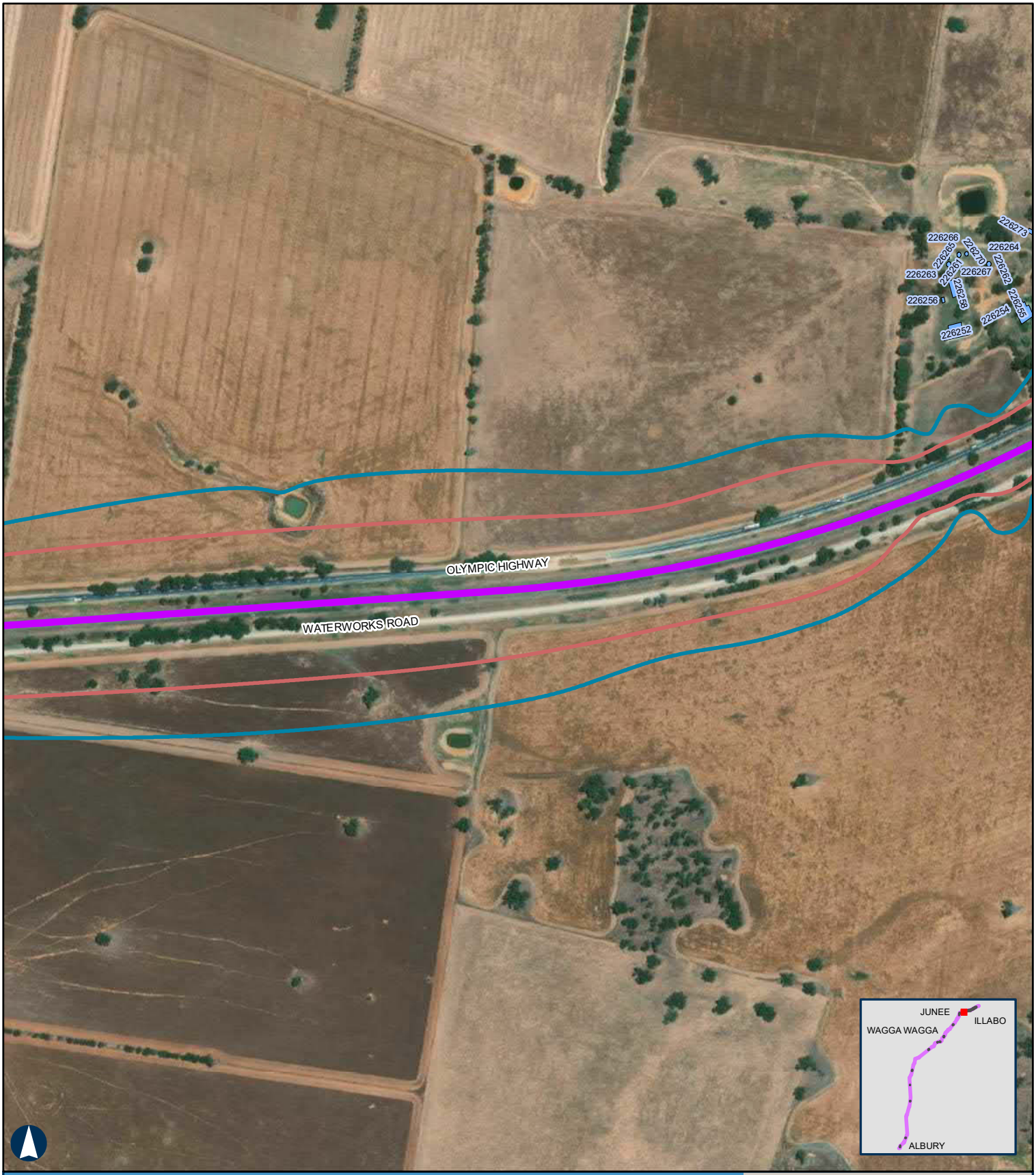

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 25 of 37

100m

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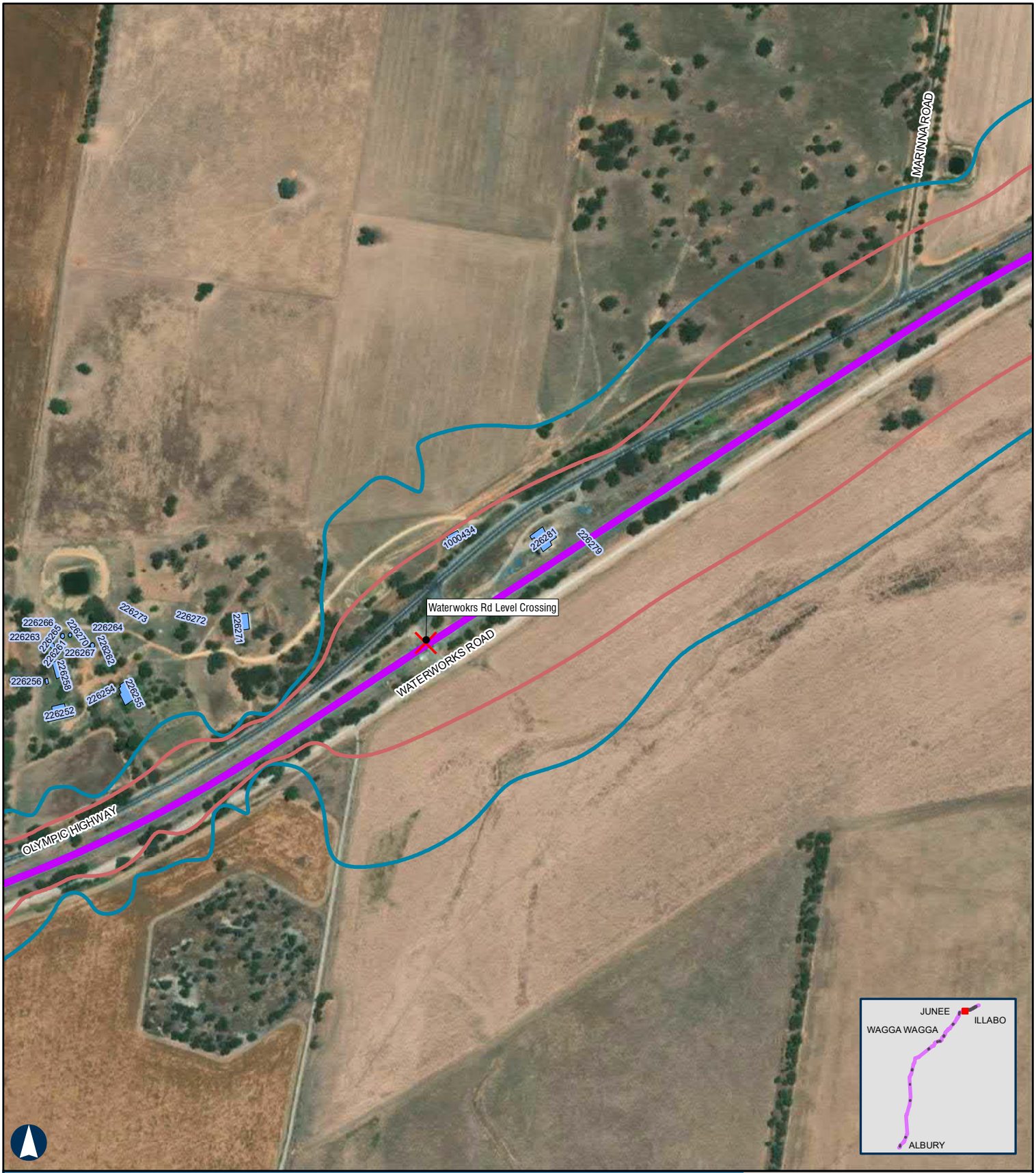

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 26 of 37

100m

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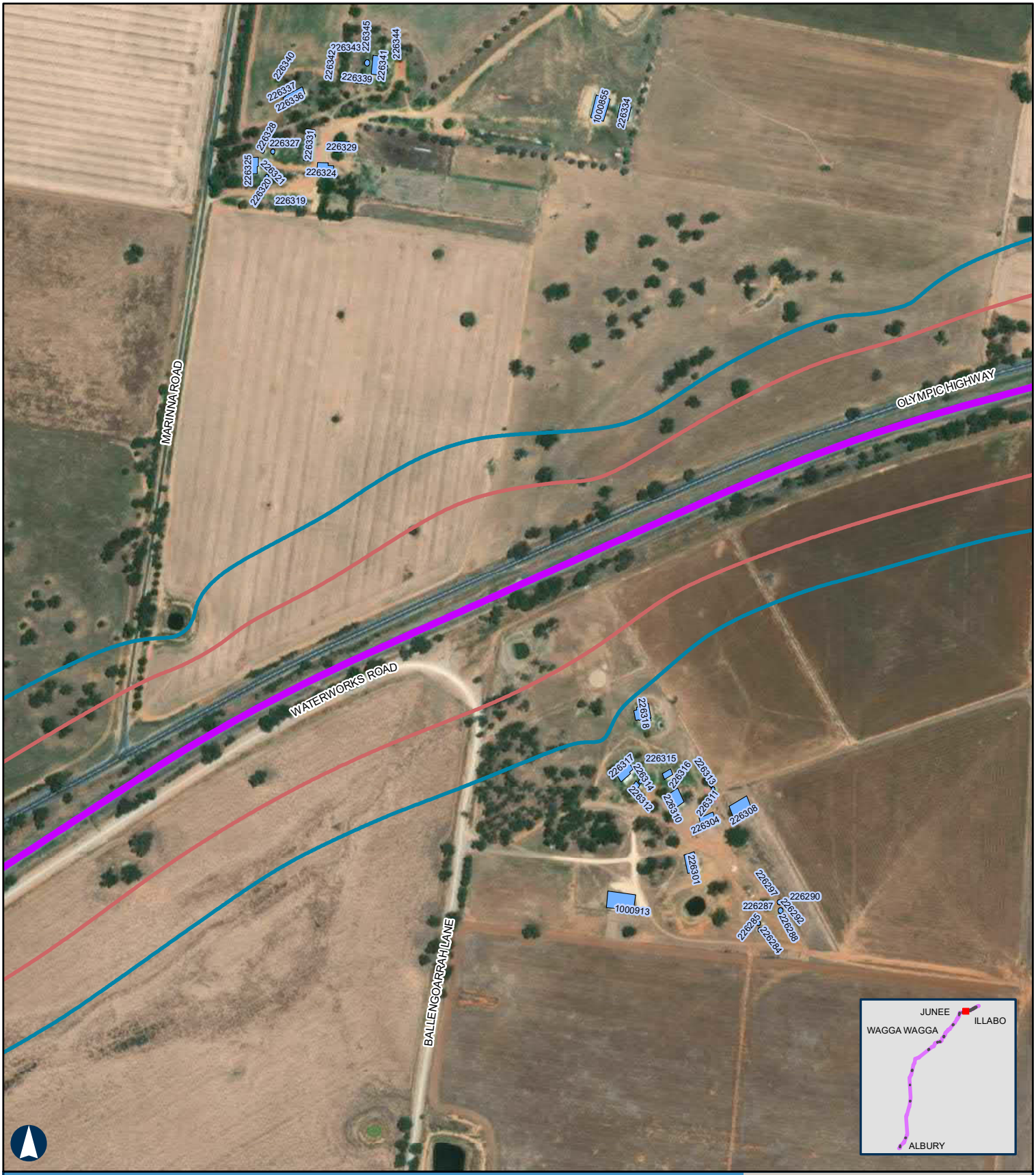

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 27 of 37

100m

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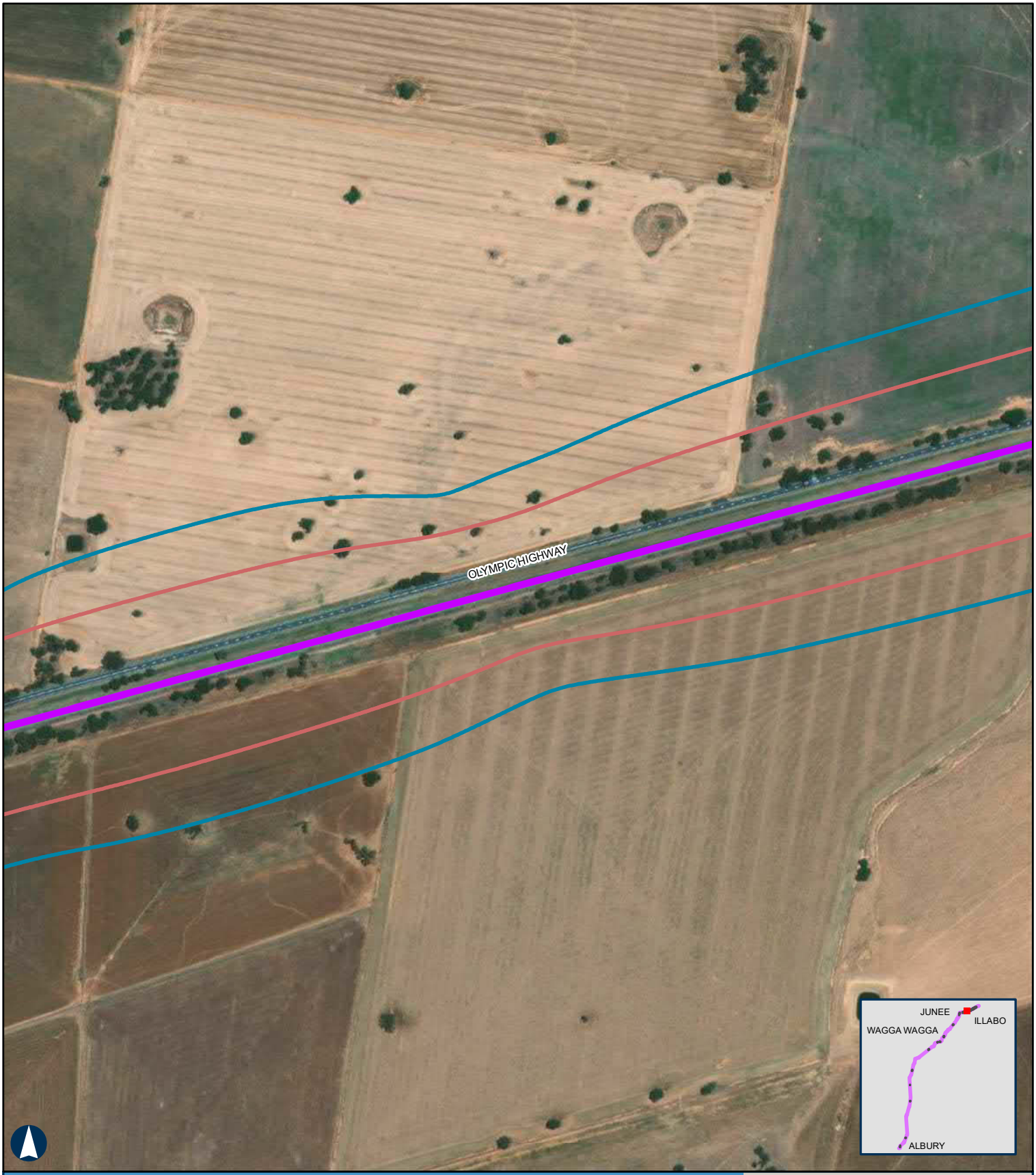

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 28 of 37

100m

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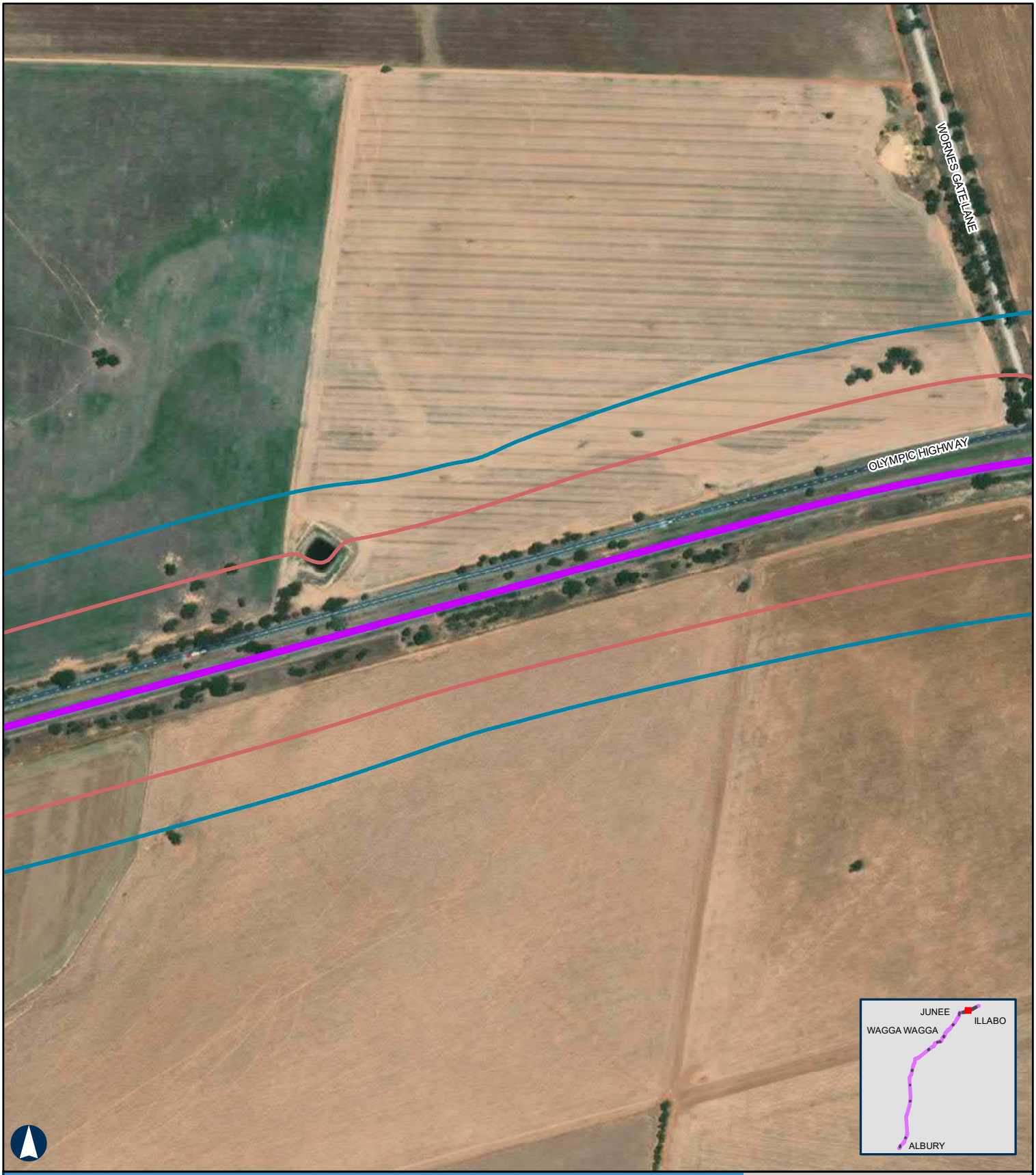

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 29 of 37

100m

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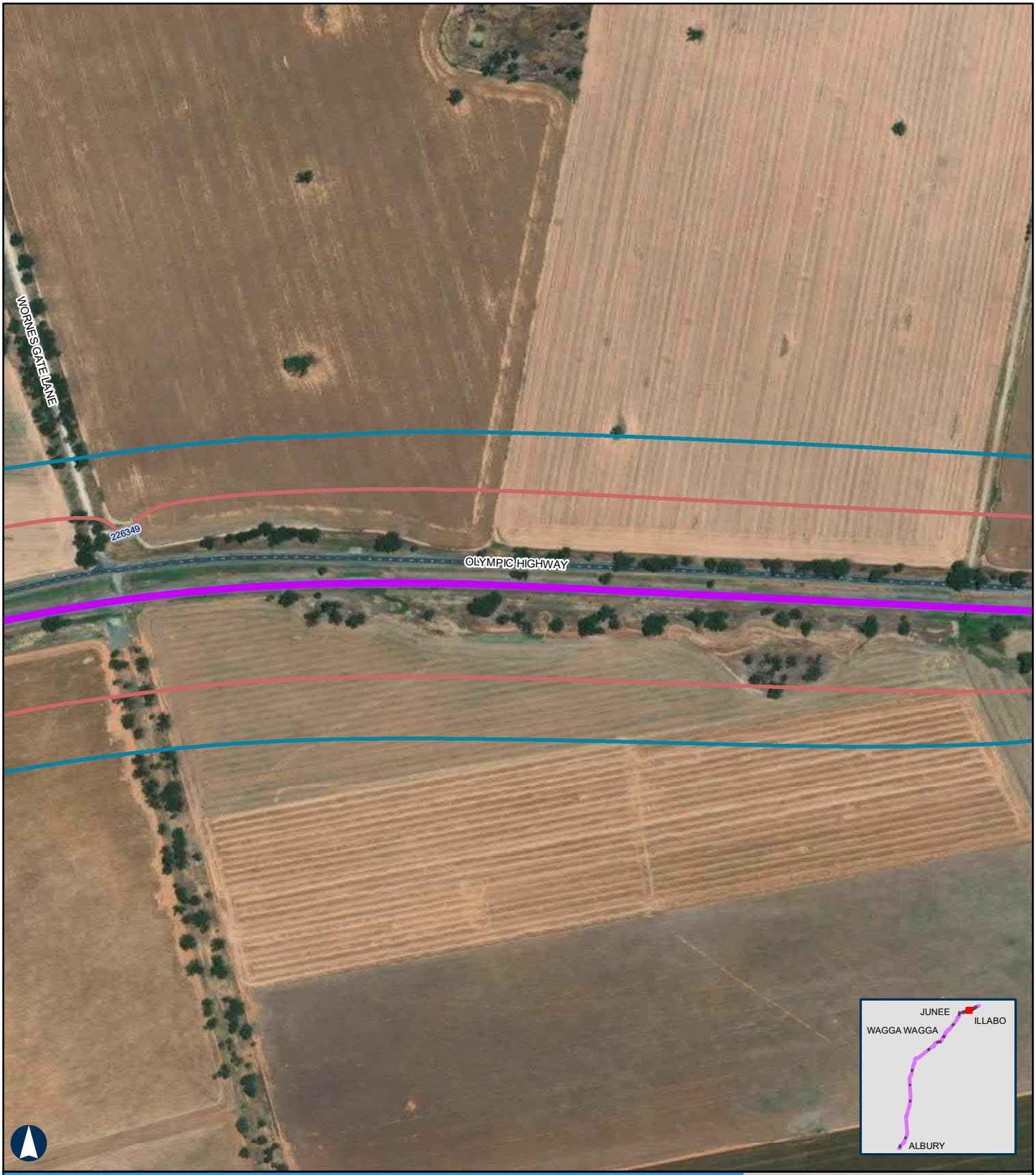

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 30 of 37

100m

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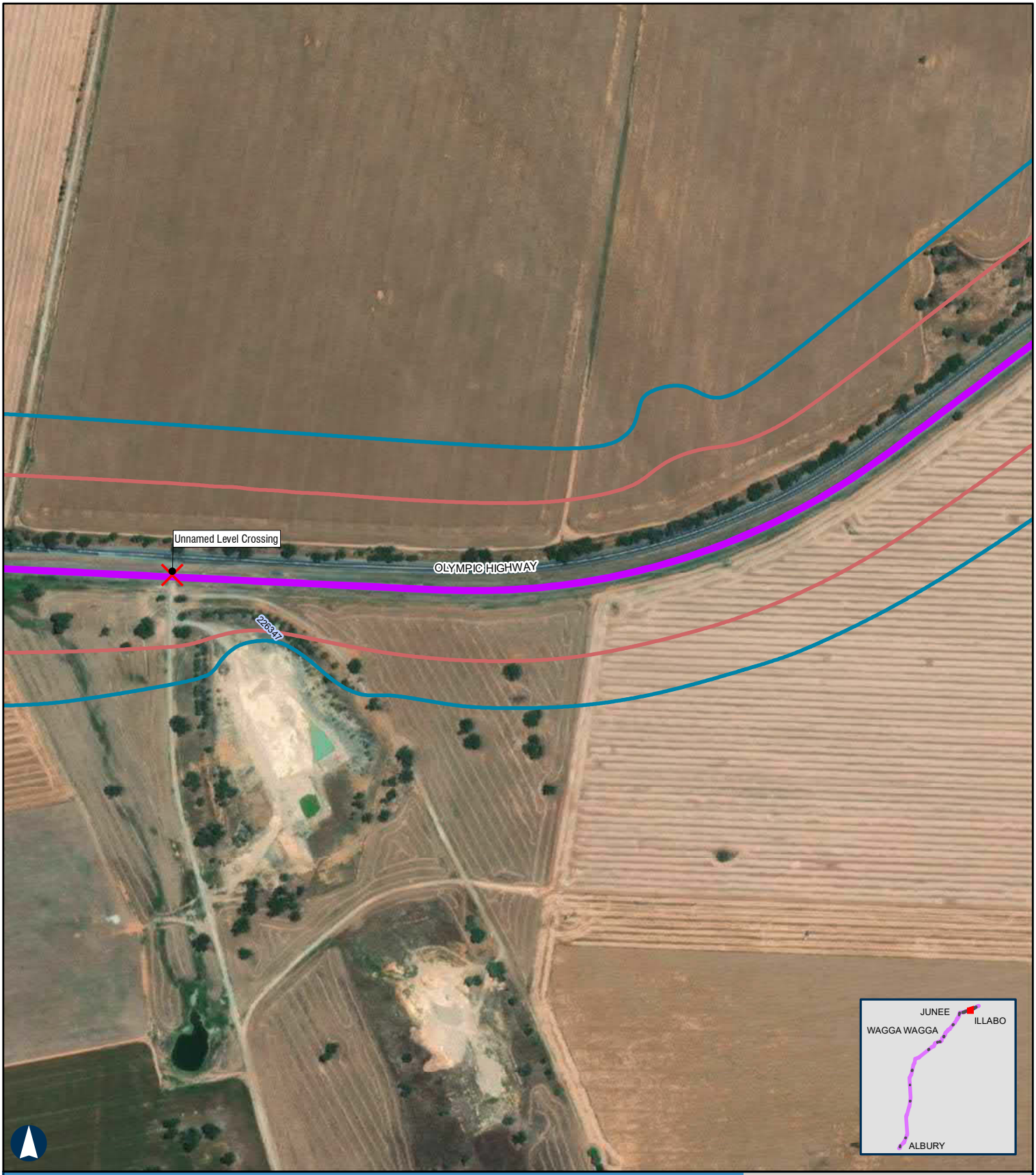

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 31 of 37

100m

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ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 32 of 37

100m

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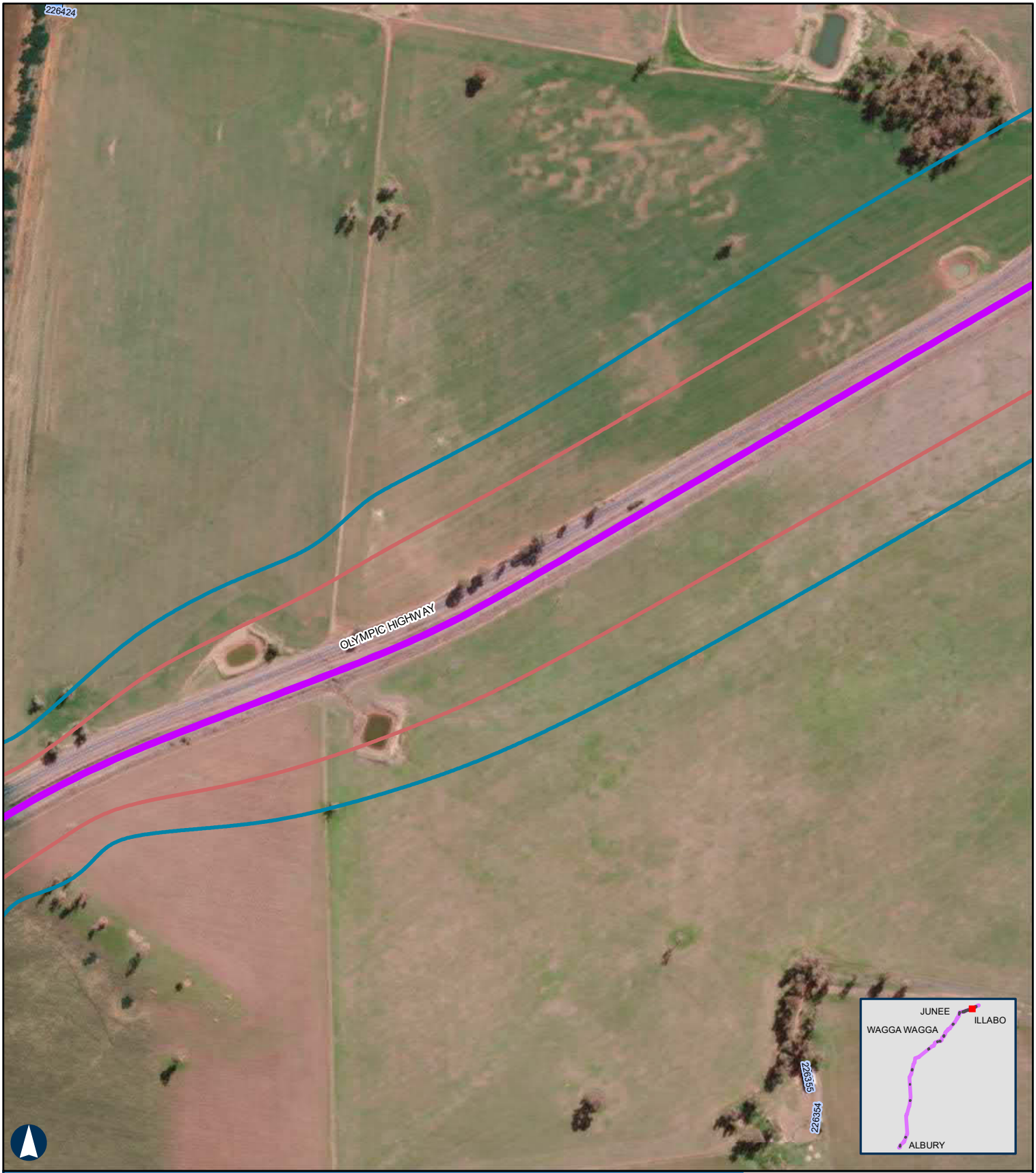

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 33 of 37

100m

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ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 34 of 37

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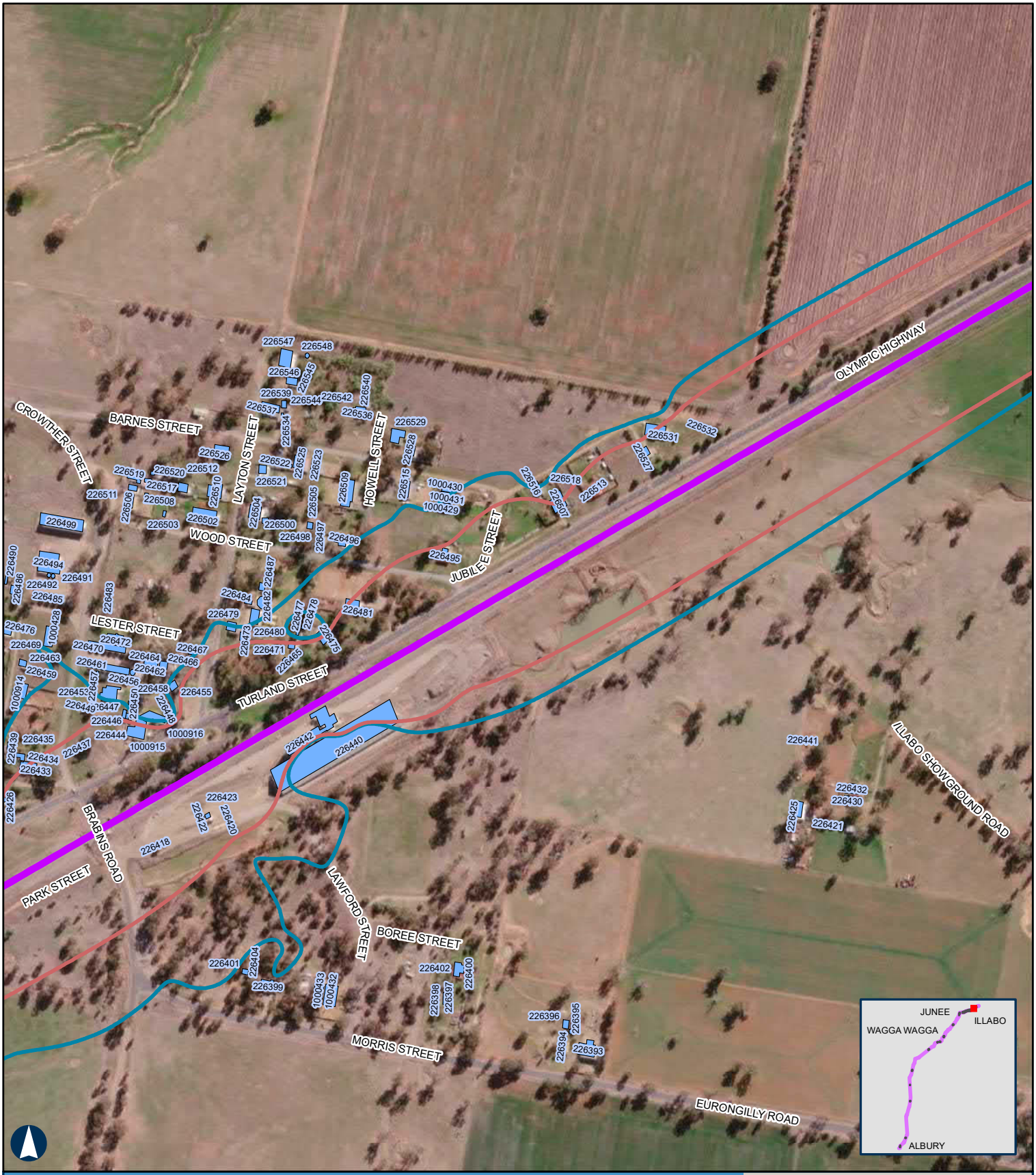

ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 35 of 37

100m

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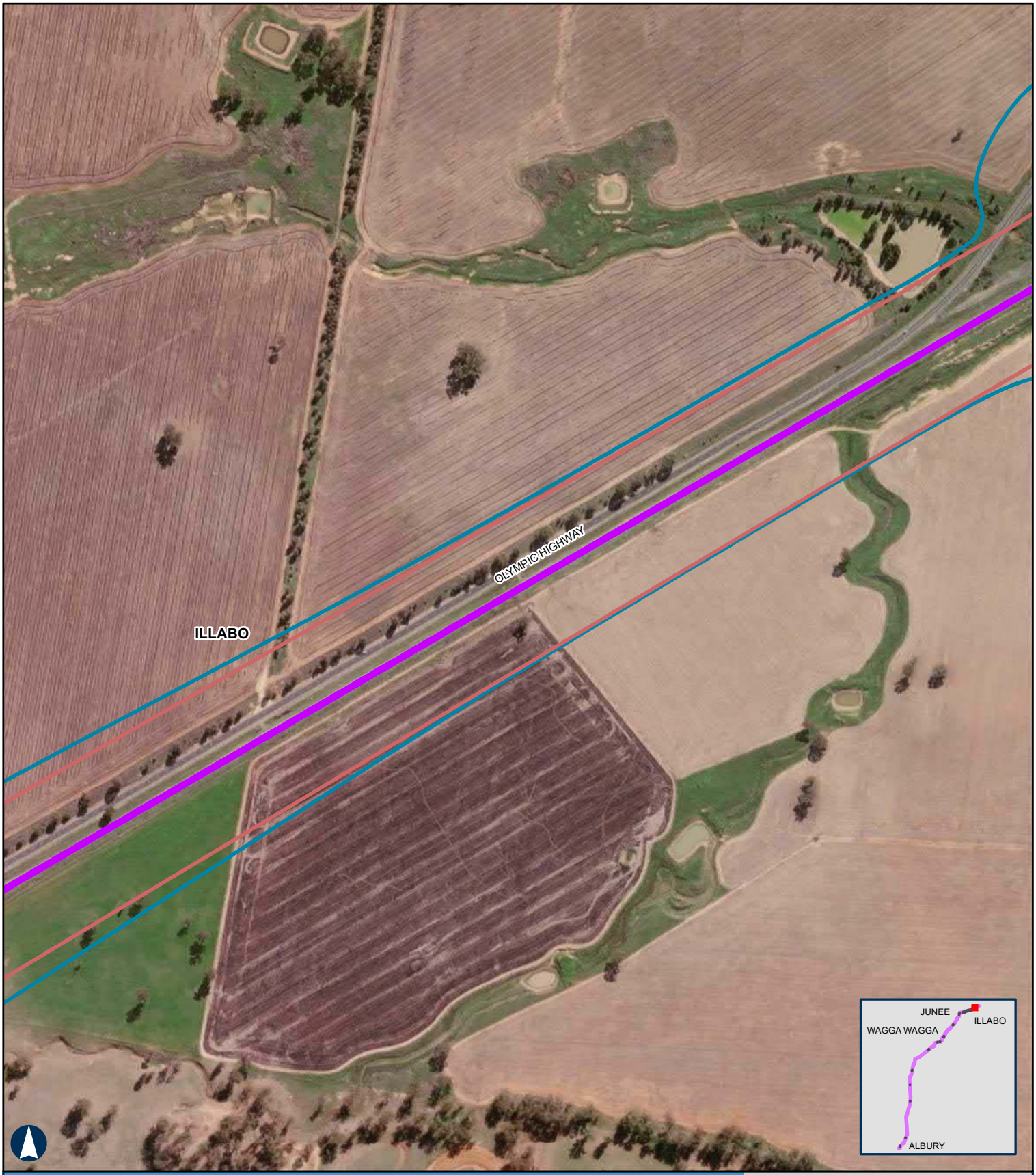

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Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 36 of 37

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- Bridges and Viaducts
- Receptors
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Nigh t-time noise criteria LAmax 85dBA upgrading existing rail corridor

Noise contours are based on a set distance above the local terrain level of 2.4m.

ARTC InlandRail

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.

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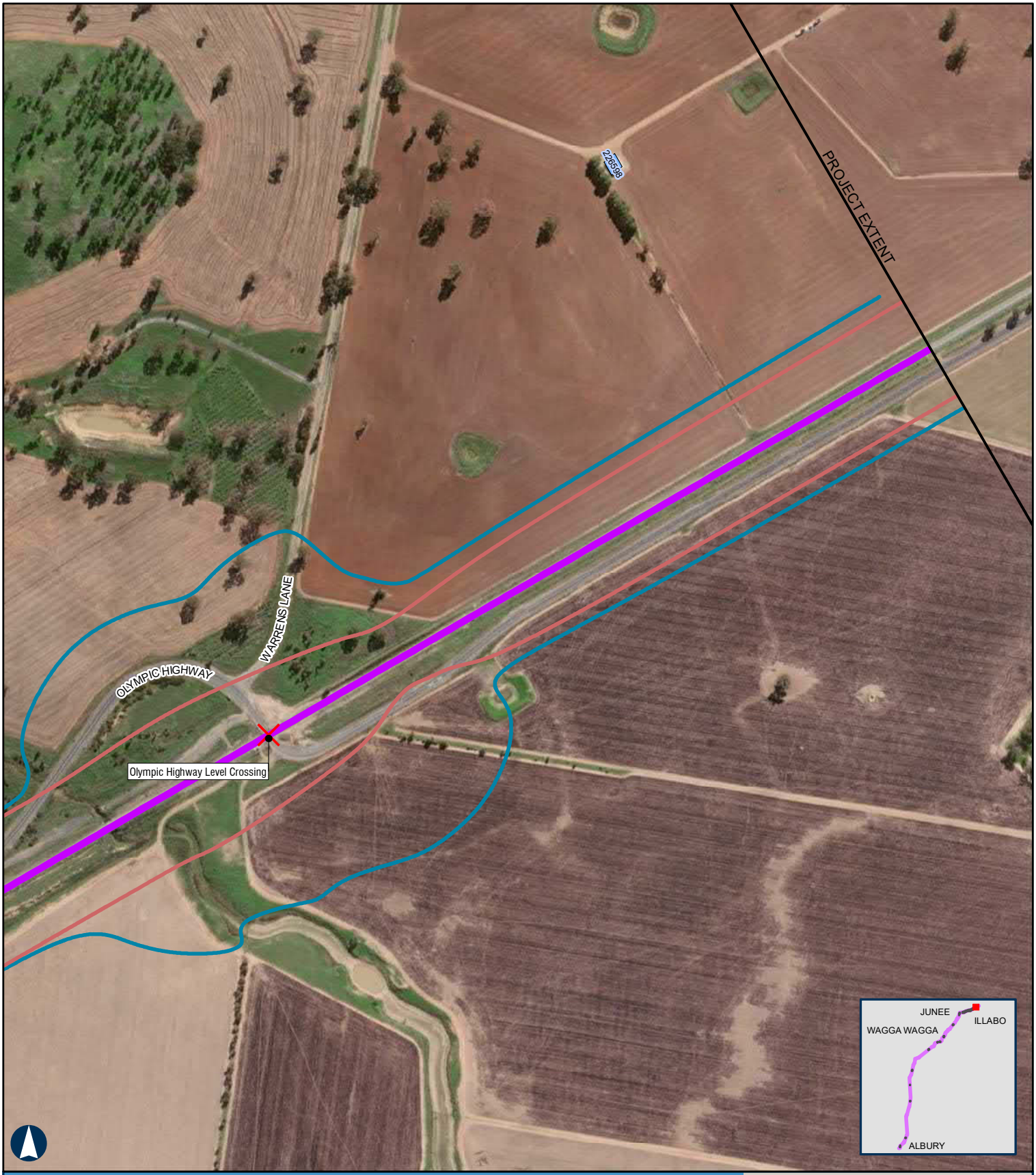
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



ALBURY TO ILLABO

Year 2025 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX D - Map 37 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:6,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Nigh t-time noise criteria LAmax 85dBA upgrading existing rail corridor

Noise contours are based on a set distance above the local terrain level of 2.4m.

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TECHNICAL PAPER

07

Operational noise and vibration (rail)

Appendix E Predicted noise levels—Year 2040 design year

The predicted noise levels for the operation of the A2I proposal in the year 2040 (design year) are detailed in **Table E1** to **Table E4** below for the daytime, night-time, and maximum rail noise levels. All predicted noise levels are assessed against the NSW RING noise trigger levels, with exceeding parameters highlighted. The predicted noise levels for the proposal alignment, including at all identified sensitive receivers, are provided in the noise contour maps following the table.

Table E1: Albury Yard clearances, Riverina Highway Bridge and Billy Hughes Bridge

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
1000040	RES	512	41	39	66	37	39	67	4	0	-1
1000041	RES	530	40	39	66	37	39	67	3	0	-1
1000042	RES	539	40	38	66	36	38	66	3	0	-1
1000044	RES	652	39	37	60	35	37	60	4	0	0
1000045	RES	673	38	36	61	34	36	61	4	0	0
1000046	RES	650	38	36	61	34	36	62	4	0	-1
1000047	RES	675	38	36	60	34	36	61	4	0	0
1000048	RES	662	38	36	61	34	36	61	4	0	0
1000049	RES	712	39	38	61	36	38	61	4	0	0
1000050	RES	700	37	36	61	34	36	61	4	0	0
1000051	RES	723	37	36	61	34	36	61	4	0	0
1000052	RES	770	37	35	61	33	35	61	4	0	0
1000053	RES	774	38	36	62	34	36	63	3	0	0
1000054	RES	727	39	37	63	35	37	63	3	0	0
1000055	RES	704	39	38	62	36	37	62	4	0	0
1000057	OED	236	48	46	75	44	46	75	3	0	0
1000059	RES	190	49	47	81	46	48	81	2	-1	0
1000061	RES	489	38	37	62	35	37	62	4	0	0
1000065	RES	506	44	42	70	40	42	69	4	1	1
1000072	RES	633	43	42	68	39	41	66	4	0	2
176815	RES	887	35	34	60	32	34	60	3	0	0
176820	RES	698	39	38	64	35	37	65	4	0	-1
176827	RES	896	36	34	64	32	34	64	3	0	0
176831	RES	835	34	33	58	31	33	58	3	0	0
176838	RES	927	36	35	64	33	35	64	3	0	0
176854	RES	874	35	33	59	31	33	58	3	0	2
176857	RES	747	36	34	61	32	34	62	4	0	-1
176865	RES	766	34	33	56	31	33	57	4	0	0
176870	RES	688	38	37	64	34	36	65	4	0	-1
176875	RES	623	39	37	64	35	36	65	4	1	-1
176878	RES	935	37	35	66	34	36	67	3	-1	0
176879	RES	713	37	35	60	33	35	60	4	0	-1
176889	RES	606	42	41	69	39	41	70	4	0	-1
176900	RES	943	37	35	65	34	36	65	3	-1	-1
176904	RES	686	38	37	63	34	36	64	4	0	-1
176905	RES	918	34	33	62	31	33	62	3	0	0
176910	RES	780	35	33	57	31	33	57	4	0	0
176913	RES	872	34	32	61	31	33	61	3	0	-1
176915	RES	896	34	33	62	31	33	62	3	0	0
176920	RES	855	35	34	61	32	34	62	3	0	-1
176923	RES	638	38	37	65	34	36	65	4	0	-1
176926	RES	403	45	44	70	42	43	70	4	0	0
176929	RES	389	46	44	70	42	44	70	4	0	0
176934	RES	588	41	40	68	38	40	68	4	0	0
176935	RES	376	46	45	71	43	45	71	4	0	0
176938	RES	429	45	43	71	41	43	71	3	0	0
176941	RES	544	37	36	63	34	36	63	4	0	0
176942	RES	806	34	33	56	31	33	56	4	0	0
176945	RES	696	39	38	62	36	38	62	4	0	-1
176946	RES	497	41	40	68	38	40	68	4	0	0
176947	RES	510	38	37	65	35	37	65	3	0	0
176951	RES	487	44	42	72	40	42	72	3	0	0
176959	RES	776	34	33	56	31	32	56	4	0	0
176960	RES	468	40	39	68	37	39	68	3	0	0
176961	RES	444	42	41	70	38	40	70	4	0	0
176966	RES	631	39	37	65	35	37	66	4	0	-1
176972	RES	729	36	34	63	33	35	64	3	-1	-1
176983	RES	596	40	39	65	37	39	65	4	0	-1
176986	RES	990	38	37	64	35	37	65	3	0	-1
176990	RES	690	40	38	63	36	38	64	4	0	-1
176994	RES	429	44	42	70	40	42	70	4	0	0
176996	RES	543	39	38	66	35	37	67	4	0	0
177006	RES	929	34	33	63	31	33	63	3	0	0
177009	RES	641	39	38	65	36	38	65	4	0	-1
177010	RES	943	36	35	64	33	35	64	3	0	0
177020	RES	891	36	34	65	33	35	66	3	-1	-1
177023	RES	597	42	40	67	38	40	67	4	0	-1
177025	RES	907	36	34	64	33	35	65	3	-1	0
177026	RES	519	40	39	66	36	38	67	4	0	-1
177029	RES	832	35	33	58	31	33	58	3	0	0
177032	RES	854	36	34	62	32	34	62	3	0	0
177033	RES	999	38	36	63	35	37	64	3	-1	-1
177034	RES	873	36	35	64	33	35	65	3	0	-1
177039	RES	544	37	35	63	33	35	64	4	0	-1
177044	RES	485	41	39	66	37	39	67	4	0	0
177046	RES	499	41	39	66	37	39	66	3	0	0
177050	RES	739	36	34	60	32	34	60	3	0	0
177051	RES	757	35	34	59	31	33	59	4	0	0
177062	RES	462	46	44	71	42	44	71	4	0	0
177069	RES	450	45	44	70	42	44	71	4	0	0
177072	RES	978	38	36	63	35	37	63	3	-1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177073	RES	802	35	33	57	31	33	57	4	0	0
177080	RES	723	36	34	59	32	34	59	3	0	0
177089	RES	676	36	35	64	33	35	64	4	0	0
177096	RES	749	35	34	59	32	34	60	4	0	0
177098	RES	695	36	34	61	33	35	61	3	0	0
177099	RES	913	36	34	63	33	35	63	3	0	0
177100	RES	664	37	36	64	34	36	65	4	0	-1
177105	RES	995	38	36	66	35	37	67	3	-1	0
177111	RES	640	39	38	66	36	38	67	4	0	-1
177113	RES	151	50	48	79	46	48	79	3	0	-1
177114	RES	811	35	33	58	31	33	59	4	0	0
177118	RES	622	39	38	67	36	38	67	4	0	-1
177121	RES	607	41	39	65	37	39	66	4	0	0
177124	RES	947	35	34	63	32	34	64	3	0	-1
177129	RES	195	48	47	75	44	46	76	4	0	-1
177131	RES	587	42	41	68	39	41	68	4	0	0
177132	RES	678	36	34	61	33	35	61	3	0	0
177136	RES	565	42	40	68	38	40	68	4	0	0
177148	RES	236	44	42	72	40	42	72	4	1	0
177149	RES	750	36	34	62	32	34	63	3	0	-1
177150	RES	548	41	40	66	38	40	67	4	0	0
177151	RES	912	36	35	66	33	35	66	3	-1	0
177154	RES	978	38	36	64	35	37	65	3	-1	0
177156	RES	931	35	33	64	32	34	64	3	-1	0
177165	RES	534	42	40	67	38	40	68	4	0	0
177166	RES	805	35	34	59	32	34	60	4	0	0
177170	RES	891	34	33	63	31	33	63	3	-1	0
177174	RES	795	35	34	59	32	34	59	4	0	-1
177175	RES	858	35	33	62	32	34	62	3	0	-1
177176	RES	831	35	34	61	32	34	62	4	0	-1
177178	RES	291	45	44	70	41	43	70	4	0	0
177180	RES	492	43	42	68	40	42	68	4	0	0
177182	RES	876	34	32	62	31	33	62	3	0	-1
177183	RES	509	43	42	68	39	41	69	4	0	0
177185	RES	473	42	41	68	38	40	68	4	0	0
177187	RES	450	47	45	71	43	45	72	4	0	0
177188	RES	678	36	34	60	32	34	60	3	0	0
177193	RES	338	40	39	65	37	39	65	3	0	-1
177194	RES	322	42	41	67	38	40	68	4	1	-1
177197	RES	987	38	37	67	35	37	67	3	-1	0
177198	RES	735	36	34	61	32	34	62	3	0	-1
177201	RES	437	47	45	72	43	45	72	4	0	0
177204	RES	134	49	47	78	46	48	78	3	0	0
177207	RES	388	47	46	71	44	46	72	4	0	0
177213	RES	798	36	34	63	32	34	63	3	0	-1
177214	RES	154	48	46	76	44	46	76	4	0	-1
177219	RES	196	48	46	76	44	46	77	4	0	-1
177228	RES	188	47	46	75	44	46	75	4	0	0
177231	RES	247	45	43	70	41	43	70	4	0	-1
177232	RES	221	45	44	72	41	43	73	4	1	-1
177237	RES	213	45	44	71	42	43	72	4	0	-1
177239	RES	284	45	43	70	41	43	71	4	0	0
177240	RES	996	38	36	62	35	37	63	3	-1	0
177242	RES	331	45	44	71	42	44	72	4	0	0
177244	RES	733	35	34	57	31	33	56	4	0	1
177245	RES	622	35	33	60	31	33	58	3	0	1
177248	RES	239	45	43	70	41	43	70	4	0	0
177250	RES	296	44	43	70	40	42	70	4	0	-1
177251	RES	307	43	41	67	39	41	67	4	0	0
177256	RES	609	35	33	61	32	34	61	3	0	0
177258	RES	319	46	45	71	42	44	71	4	0	0
177259	RES	585	36	34	60	32	34	60	4	0	0
177260	RES	655	35	34	59	32	34	59	3	0	0
177264	RES	386	43	41	67	39	41	67	3	0	0
177267	RES	296	49	48	75	45	47	75	4	1	0
177268	RES	324	44	42	69	40	42	69	4	0	0
177271	RES	646	35	34	59	32	34	60	4	0	0
177273	RES	572	35	34	60	32	34	60	3	0	0
177274	RES	360	44	42	69	40	42	69	4	0	-1
177275	RES	331	42	40	66	38	40	66	3	0	0
177284	RES	511	38	36	61	34	36	62	4	0	0
177288	RES	546	36	34	60	32	34	60	3	0	-1
177290	RES	713	36	34	58	32	34	57	4	0	1
177291	RES	270	50	49	75	46	48	76	4	1	0
177294	RES	945	35	34	62	32	34	62	3	0	0
177297	RES	910	35	34	59	32	34	60	3	0	0
177298	RES	990	37	35	65	34	36	65	3	-1	0
177299	RES	281	45	44	71	42	44	72	4	0	0
177303	RES	531	37	35	62	34	36	62	3	0	0
177305	RES	927	36	35	66	33	35	66	3	-1	0
177309	RES	240	49	47	75	45	47	75	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177311	RES	388	42	40	66	38	40	66	4	0	0
177312	RES	648	41	39	64	37	39	65	3	0	-1
177313	RES	451	38	36	61	35	36	62	3	0	-1
177317	RES	489	38	36	63	34	36	64	3	0	0
177320	RES	843	35	34	61	32	34	62	3	0	0
177321	RES	896	34	33	63	31	33	63	3	0	0
177322	RES	872	35	34	63	32	34	63	3	0	0
177323	RES	847	34	33	59	31	33	60	3	0	-1
177324	RES	217	47	45	77	43	45	77	4	0	-1
177327	RES	665	38	37	64	35	37	64	4	0	0
177328	RES	470	36	35	61	33	35	62	3	0	-1
177329	RES	703	35	34	57	32	33	57	4	0	0
177331	RES	822	34	33	57	31	33	57	4	0	0
177332	OOA	495	42	41	66	39	41	67	4	0	0
177333	RES	431	39	37	64	35	37	65	3	0	0
177336	RES	198	50	49	77	46	48	78	4	1	0
177337	RES	693	36	34	59	32	34	59	4	0	0
177340	RES	807	35	33	61	31	33	62	4	0	-1
177341	RES	784	35	34	59	32	34	60	4	0	0
177343	RES	188	53	51	78	48	50	78	4	1	0
177348	RES	995	36	35	65	34	36	66	3	-1	-1
177353	RES	175	53	51	79	48	50	79	4	1	0
177354	RES	769	35	33	60	31	33	60	4	0	-1
177356	RES	163	53	52	79	49	51	79	5	1	0
177357	RES	653	40	39	65	37	39	65	3	0	-1
177358	RES	397	38	36	62	34	36	63	4	0	-1
177360	RES	133	47	46	76	44	46	76	3	0	0
177363	RES	748	35	34	58	32	34	59	4	0	0
177365	RES	150	54	53	81	50	52	81	4	1	0
177366	RES	824	36	34	59	32	34	59	3	0	0
177369	RES	150	47	46	76	44	46	77	3	0	0
177371	RES	331	39	37	66	35	37	67	3	0	-1
177372	RES	168	46	45	75	43	45	76	4	0	0
177379	RES	203	45	44	74	42	44	75	4	0	-1
177382	RES	188	46	44	76	42	44	76	4	0	-1
177384	RES	312	38	37	63	35	37	63	4	0	0
177385	RES	252	47	45	76	43	45	76	4	0	-1
177390	RES	294	41	40	70	38	40	71	3	0	-1
177393	RES	781	35	33	60	31	33	61	4	0	0
177395	RES	877	37	36	60	34	36	60	3	0	0
177396	RES	591	36	35	60	33	34	60	4	0	-1
177397	RES	618	37	35	59	33	35	59	4	0	0
177398	RES	905	34	33	59	31	33	59	4	0	0
177404	RES	576	37	35	60	33	35	60	4	0	-1
177406	RES	289	45	44	73	42	44	74	4	0	-1
177407	RES	826	35	33	60	31	33	59	3	0	0
177408	RES	276	42	41	70	39	41	71	3	0	0
177410	RES	677	39	37	62	35	37	63	4	0	-1
177414	RES	990	36	34	63	33	35	64	3	-1	-1
177417	RES	558	37	36	59	34	36	60	4	0	0
177420	RES	689	38	36	62	34	36	62	3	0	-1
177421	RES	729	36	35	61	33	35	62	4	0	-1
177422	RES	650	40	38	63	36	38	64	3	0	0
177425	RES	323	44	43	73	40	42	74	4	0	-1
177427	RES	741	38	37	64	35	37	65	4	0	-1
177429	RES	949	36	34	61	32	34	62	3	0	0
177431	RES	702	38	37	64	35	37	64	3	0	0
177433	RES	715	39	37	63	35	37	63	4	0	0
177435	RES	265	43	42	72	40	42	72	3	0	-1
177439	RES	239	43	42	70	40	42	70	3	0	-1
177441	RES	531	37	35	59	33	35	59	4	0	0
177445	RES	930	36	34	62	32	34	62	3	0	-1
177446	RES	764	36	35	61	33	35	61	3	0	0
177447	RES	366	44	43	71	41	43	71	4	0	-1
177448	RES	334	44	42	70	40	42	71	4	0	0
177451	RES	251	45	43	73	41	43	74	3	0	-1
177452	RES	732	37	35	62	34	36	62	3	0	-1
177453	RES	629	37	36	61	34	35	61	4	0	0
177457	RES	516	37	35	60	33	35	60	4	0	0
177460	RES	983	32	31	56	29	31	57	4	0	-1
177462	RES	232	43	42	70	40	42	70	4	0	0
177463	RES	914	35	34	62	32	34	62	3	0	-1
177465	RES	506	37	35	61	33	35	62	3	0	0
177466	RES	809	35	33	60	31	33	60	4	0	0
177467	RES	332	40	38	64	36	38	64	4	0	-1
177468	RES	893	35	34	62	32	34	62	3	0	0
177469	RES	995	30	28	51	26	28	51	4	0	0
177470	RES	484	38	36	61	34	36	61	4	0	0
177472	RES	217	44	43	74	41	43	74	4	0	0
177473	RES	302	45	43	70	41	43	70	4	0	-1
177477	RES	792	36	35	62	33	35	62	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177479	RES	1000	36	34	63	33	35	64	3	0	-1
177481	RES	447	37	36	61	34	36	62	4	0	-1
177484	RES	308	39	38	62	36	38	63	4	0	0
177486	RES	875	35	34	62	32	34	63	3	0	-1
177487	RES	842	35	34	62	32	34	62	3	0	0
177488	RES	416	44	42	70	40	42	71	4	0	0
177492	RES	855	34	33	60	31	33	60	4	0	0
177493	RES	697	36	34	63	32	34	63	4	0	0
177495	RES	439	41	40	67	38	40	67	3	0	-1
177496	RES	206	44	43	74	41	43	73	3	0	0
177497	RES	823	34	33	63	31	33	63	4	0	0
177499	RES	873	38	36	61	34	36	60	3	0	1
177500	RES	187	46	45	74	43	45	74	3	0	-1
177503	RES	293	40	39	68	37	39	69	4	0	-1
177504	RES	245	43	42	71	40	42	71	4	0	-1
177506	RES	961	35	34	59	32	34	59	4	0	0
177507	RES	172	49	47	78	45	47	78	4	0	0
177508	RES	413	37	36	60	34	36	61	4	0	-1
177511	RES	422	37	36	59	34	36	60	4	0	-1
177515	RES	805	38	36	63	35	37	63	3	0	-1
177519	RES	789	35	34	63	32	34	63	3	0	0
177521	RES	827	36	34	59	32	34	60	3	0	-1
177525	RES	762	35	33	61	31	33	61	4	0	0
177528	RES	357	42	40	67	38	40	68	4	0	-1
177530	RES	805	34	33	60	31	32	60	4	0	0
177533	RES	390	37	35	61	33	35	62	4	0	0
177534	RES	526	42	41	68	39	41	69	3	0	-1
177535	RES	927	36	34	61	33	35	61	3	0	0
177538	RES	374	39	37	63	35	37	64	3	0	0
177539	RES	891	35	34	59	32	34	59	3	0	0
177540	RES	609	37	35	63	33	35	64	4	0	-1
177541	RES	595	37	35	61	33	35	61	4	0	0
177545	RES	736	35	34	60	31	33	61	4	0	0
177547	RES	159	49	48	77	46	48	77	3	0	0
177548	RES	905	35	34	59	32	34	59	3	0	-1
177549	RES	573	37	35	60	33	35	60	4	0	0
177550	RES	997	35	34	60	32	34	61	3	0	-1
177552	RES	981	37	35	60	33	35	60	3	0	0
177554	RES	293	44	43	69	41	43	70	3	0	0
177556	RES	133	47	45	76	44	46	77	3	-1	0
177557	RES	729	35	34	63	32	34	63	4	0	0
177558	RES	168	46	44	78	43	45	78	3	-1	0
177559	RES	152	47	46	79	45	46	79	3	-1	0
177560	RES	551	37	35	60	33	35	60	4	0	0
177561	RES	241	44	42	70	40	42	70	4	0	0
177562	RES	320	40	39	66	37	39	67	3	0	-1
177564	RES	591	40	39	67	37	39	67	3	0	-1
177565	RES	701	36	34	59	32	34	59	4	0	0
177566	RES	542	41	40	66	38	40	67	3	0	0
177567	RES	945	36	34	60	33	35	60	3	0	0
177568	RES	533	36	35	61	33	34	61	4	0	0
177569	RES	553	40	38	66	37	38	67	3	0	0
177570	RES	179	45	44	75	42	44	76	3	-1	-1
177573	RES	961	36	35	59	33	35	60	3	0	0
177576	RES	505	36	35	59	33	34	60	4	0	-1
177580	RES	204	45	43	77	42	44	77	3	-1	-1
177581	RES	193	47	45	77	43	45	77	3	0	0
177583	RES	482	37	35	60	33	35	59	4	0	0
177584	RES	364	42	41	69	39	41	70	4	0	-1
177585	RES	691	36	35	61	33	35	61	3	0	0
177587	RES	1000	37	35	60	33	35	60	3	0	0
177590	RES	590	38	37	62	35	37	62	3	0	0
177591	RES	293	45	43	71	41	43	71	4	0	0
177596	RES	420	36	34	61	32	34	62	4	0	0
177602	RES	947	34	32	57	30	32	58	4	0	-1
177605	RES	934	35	34	58	32	33	57	4	0	1
177613	RES	270	39	38	65	36	38	65	4	0	0
177614	RES	912	35	33	59	31	33	60	4	0	-1
177616	RES	325	39	38	65	36	38	65	4	0	0
177617	RES	241	44	43	74	41	43	74	3	0	0
177618	RES	994	35	34	59	32	34	60	3	0	-1
177619	RES	265	41	39	66	37	39	67	4	0	0
177621	RES	362	40	38	64	36	38	64	3	0	-1
177623	RES	899	35	33	59	31	33	60	4	0	-1
177625	RES	881	35	33	60	31	33	60	4	0	0
177629	RES	862	35	34	60	32	34	61	4	0	-1
177630	RES	574	37	36	62	34	36	63	4	0	-1
177631	RES	300	40	39	68	37	39	68	3	0	0
177637	RES	246	41	39	65	37	39	65	3	0	0
177643	RES	352	44	43	70	41	42	71	4	0	-1
177646	RES	228	42	40	70	38	40	71	4	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177647	RES	936	33	32	55	29	31	56	4	0	0
177650	RES	824	35	33	57	31	33	57	4	0	0
177651	RES	185	43	41	71	39	41	71	4	0	-1
177653	RES	848	36	34	58	32	34	58	4	0	0
177655	RES	815	34	33	56	31	33	56	4	0	-1
177656	RES	288	45	43	74	42	44	74	3	0	-1
177661	RES	781	35	34	59	31	33	59	4	0	0
177662	RES	331	42	40	69	39	41	70	3	0	-1
177663	RES	798	35	33	60	31	33	60	4	0	0
177664	RES	412	36	35	60	33	35	60	4	0	-1
177665	RES	186	45	43	75	42	44	76	3	0	-1
177666	RES	587	37	36	60	33	35	60	4	0	0
177667	RES	630	37	36	61	33	35	61	4	0	-1
177668	RES	951	36	34	57	32	34	57	4	0	1
177669	RES	428	43	41	67	39	41	67	4	0	-1
177670	RES	381	40	39	67	37	39	67	3	0	-1
177671	RES	768	34	33	56	31	33	56	4	0	0
177677	RES	143	44	43	75	41	43	76	3	0	-1
177678	RES	710	35	34	63	32	34	64	3	0	-1
177679	RES	127	50	48	80	47	49	80	3	-1	0
177680	RES	690	36	34	62	32	34	62	4	0	0
177681	RES	744	34	33	57	31	33	57	4	0	0
177682	RES	161	45	44	75	42	44	75	3	0	-1
177685	RES	165	50	49	79	47	49	79	3	0	0
177686	RES	573	39	38	63	36	38	63	3	0	-1
177687	RES	594	34	32	58	31	33	59	3	0	0
177693	RES	397	40	38	66	36	38	67	3	0	-1
177695	RES	248	45	43	75	42	44	75	3	0	0
177696	RES	168	45	43	74	42	44	75	3	0	-1
177697	RES	178	48	47	80	45	47	80	3	0	0
177699	RES	731	35	33	59	31	33	60	3	0	0
177700	RES	187	45	43	74	41	43	75	3	0	-1
177702	RES	633	36	34	63	32	34	63	4	0	0
177706	RES	198	45	43	75	42	43	75	3	0	-1
177708	RES	423	43	41	66	39	41	67	4	0	-1
177711	RES	364	43	41	67	39	41	68	4	0	-1
177713	RES	300	44	43	74	41	43	74	3	0	0
177719	RES	594	38	37	62	35	36	62	4	0	-1
177730	RES	681	36	35	62	33	35	62	3	0	0
177732	RES	1027	33	32	56	29	31	57	4	0	0
177735	RES	1008	34	33	57	31	33	58	4	0	0
177739	OOA	805	39	37	62	35	37	62	3	0	-1
177744	RES	166	51	49	79	47	49	79	3	0	0
177745	RES	625	36	34	62	33	35	63	3	0	0
177747	RES	219	44	42	70	40	42	71	3	0	-1
177748	RES	311	40	38	68	36	38	68	4	0	0
177749	RES	593	38	37	61	35	37	61	4	0	0
177750	RES	245	44	42	71	41	43	72	3	0	-1
177751	RES	367	39	37	66	35	37	66	3	0	-1
177752	RES	947	34	32	57	30	32	57	3	0	0
177753	RES	984	35	33	57	31	33	57	4	0	0
177754	RES	359	43	41	67	39	41	68	4	0	-1
177756	RES	931	35	34	59	31	33	59	4	0	0
177757	RES	289	45	43	70	41	43	70	3	0	0
177759	RES	258	42	41	68	39	41	69	4	0	-1
177760	RES	435	43	41	65	39	41	65	3	0	-1
177761	RES	307	41	39	69	37	39	69	3	0	0
177764	RES	319	42	41	69	39	41	70	4	0	-1
177767	RES	911	35	34	57	31	33	57	4	0	0
177768	RES	896	36	34	59	32	34	59	4	0	0
177769	RES	274	41	40	67	38	40	67	3	0	-1
177770	RES	297	40	39	68	37	39	68	4	0	0
177774	RES	689	36	34	60	32	34	61	4	0	0
177778	RES	877	35	34	58	32	34	58	4	0	0
177782	RES	178	49	48	80	46	48	80	4	0	0
177784	RES	617	36	35	62	33	35	63	3	0	0
177785	RES	158	48	46	77	45	47	77	3	0	-1
177786	RES	520	40	38	64	36	38	64	4	0	-1
177788	RES	363	38	37	64	35	37	63	4	0	1
177789	RES	239	45	44	75	42	44	76	3	0	-1
177790	RES	439	43	41	66	40	42	66	3	0	0
177793	RES	227	44	43	71	41	43	71	4	0	-1
177794	RES	860	35	34	58	31	33	58	4	0	0
177796	RES	368	40	39	68	37	39	68	3	0	0
177797	RES	848	35	33	57	31	33	58	3	0	0
177800	RES	327	40	38	66	36	38	67	4	0	0
177806	RES	572	37	36	61	34	36	62	4	0	0
177807	RES	828	35	34	58	32	34	59	4	0	0
177808	RES	814	35	34	61	32	34	61	3	0	-1
177813	RES	780	36	34	60	32	34	60	3	0	0
177814	RES	329	45	44	71	42	44	72	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
177816	RES	800	35	34	61	32	34	62	3	0	-1
177818	RES	434	43	42	66	40	42	66	3	0	0
177821	RES	600	36	35	61	33	34	61	4	1	0
177822	RES	363	41	39	68	37	39	68	3	0	0
177824	RES	744	36	35	61	33	35	61	3	0	-1
177827	RES	678	37	35	61	33	35	62	3	0	0
177829	RES	374	38	37	66	35	37	67	3	0	0
177830	RES	768	36	34	61	33	35	61	3	0	-1
177835	RES	171	53	52	79	49	51	79	4	1	0
177842	RES	235	45	44	72	42	44	73	4	0	-1
177844	RES	727	36	35	59	33	35	60	3	0	0
177845	RES	416	43	42	69	40	42	69	3	0	0
177846	RES	248	45	44	73	42	44	74	3	0	0
177851	RES	356	42	40	68	38	40	69	3	0	0
177852	RES	609	36	34	62	32	34	62	3	0	-1
177854	RES	169	47	45	77	44	46	77	3	-1	0
177855	RES	713	36	35	60	33	35	60	3	0	0
177856	RES	595	36	34	60	32	34	60	4	0	0
177857	RES	324	40	38	65	36	38	66	3	0	-1
177858	RES	532	40	39	63	37	39	63	3	0	0
177862	RES	190	47	46	78	44	46	78	3	-1	0
177867	RES	1027	33	32	56	30	32	56	4	0	0
177870	RES	572	38	37	62	35	37	62	4	0	-1
177873	RES	1006	35	33	57	31	33	58	4	0	0
177874	RES	382	38	37	66	35	37	67	4	0	0
177877	RES	205	47	45	76	44	45	76	3	0	0
177878	RES	430	44	42	70	41	43	71	3	0	0
177881	RES	595	36	34	61	33	35	62	3	0	0
177884	RES	680	36	35	62	33	35	62	3	0	0
177885	RES	216	46	45	76	43	45	76	3	0	0
177886	RES	219	46	44	74	42	44	75	4	0	-1
177887	RES	273	41	39	66	37	39	66	3	0	0
177889	RES	990	35	33	57	31	33	57	4	0	0
177891	RES	237	47	45	75	43	45	75	3	-1	0
177893	RES	951	34	32	57	30	32	57	4	0	-1
177895	RES	320	40	38	67	36	38	66	4	0	1
177896	RES	168	53	51	79	49	51	79	4	0	0
177898	RES	257	42	41	68	38	40	68	4	0	-1
177899	RES	323	45	43	72	42	44	73	3	0	-1
177901	RES	292	40	39	65	37	39	65	4	0	0
177902	RES	832	37	36	60	34	36	60	3	0	0
177905	RES	620	36	34	62	32	34	62	4	0	0
177906	RES	534	41	39	64	37	39	64	4	0	0
177907	RES	289	47	46	75	44	46	74	3	0	0
177910	RES	601	36	34	61	32	34	62	4	0	0
177913	RES	943	34	33	56	31	32	56	4	0	0
177914	RES	302	46	44	73	43	45	73	3	0	0
177917	RES	374	38	37	64	35	37	64	4	0	-1
177918	RES	923	35	33	57	31	33	57	4	0	0
177921	RES	903	35	33	56	31	33	56	4	0	1
177923	RES	365	45	44	73	42	44	74	3	0	0
177924	RES	429	45	43	72	42	44	72	3	0	0
177925	RES	891	35	33	56	31	33	56	4	0	0
177929	RES	338	45	44	72	42	44	72	3	0	0
177930	RES	592	38	37	63	35	37	63	4	0	-1
177933	RES	349	46	44	73	43	44	73	3	0	0
177936	RES	858	35	33	58	31	33	58	4	0	0
177937	RES	876	35	33	57	31	33	57	4	0	-1
177945	RES	225	46	44	76	42	44	76	4	0	-1
177950	RES	838	35	33	59	31	33	60	4	0	0
177958	RES	377	39	37	64	35	37	64	4	0	0
177960	RES	1016	33	32	55	29	31	55	4	0	1
177962	RES	802	35	34	57	32	34	57	4	0	0
177967	RES	790	35	33	58	31	33	58	4	0	0
177973	RES	520	43	41	69	40	41	69	3	0	0
177974	RES	482	43	41	68	40	42	69	3	0	-1
177975	RES	467	43	41	67	40	41	68	3	0	0
177977	RES	951	35	33	57	31	33	57	4	0	0
177980	RES	501	43	41	69	40	41	69	3	0	0
177985	RES	543	42	41	68	39	41	68	3	0	0
177986	RES	773	35	34	59	32	34	59	4	0	-1
177988	RES	986	34	33	55	30	32	56	4	0	0
177990	RES	741	36	34	59	32	34	59	4	0	0
177991	RES	170	52	50	79	48	50	80	4	0	-1
177993	RES	755	36	34	58	32	34	59	4	0	0
177994	RES	383	38	37	61	35	37	62	4	0	0
177995	RES	650	39	38	62	36	38	62	3	0	0
177997	RES	321	40	39	64	36	38	64	4	0	-1
178000	RES	580	42	40	67	38	40	67	3	0	0
178005	RES	525	42	41	68	39	41	69	3	0	-1
178006	RES	719	36	35	59	33	35	60	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178007	RES	710	36	34	59	32	34	60	4	0	-1
178008	RES	680	36	35	59	33	35	60	3	0	-1
178011	RES	383	39	37	64	35	37	65	4	0	-1
178013	RES	602	42	40	68	38	40	68	3	0	1
178015	RES	569	42	40	67	39	41	68	3	0	0
178017	RES	557	42	41	69	39	41	69	3	0	0
178024	RES	623	36	34	61	32	34	62	4	0	-1
178037	RES	298	40	38	65	36	38	66	4	0	-1
178038	RES	273	40	39	65	36	38	65	4	0	0
178042	RES	603	37	35	61	34	36	61	3	0	0
178045	RES	307	48	46	74	44	46	74	3	0	0
178047	RES	585	37	35	61	33	35	61	4	0	-1
178048	RES	323	40	39	67	37	39	68	4	0	-1
178050	RES	172	49	48	80	46	48	80	4	0	0
178054	RES	768	39	38	63	36	38	63	3	0	0
178057	RES	242	43	42	70	40	41	70	4	0	-1
178058	RES	688	37	35	59	33	35	60	3	0	0
178059	RES	220	43	42	71	39	41	69	4	0	2
178067	RES	661	41	40	66	38	40	66	3	0	0
178068	RES	256	42	41	70	39	40	70	4	0	-1
178069	RES	576	38	36	61	35	37	61	3	0	0
178071	RES	684	38	36	64	34	36	64	4	0	0
178072	RES	555	38	36	63	34	36	63	4	0	1
178073	RES	700	39	37	65	35	37	65	4	0	-1
178074	RES	1022	31	30	53	28	30	51	4	0	2
178075	RES	188	47	45	76	43	45	77	3	0	-1
178076	RES	541	37	35	64	33	35	64	4	0	1
178080	RES	304	47	46	74	44	46	74	3	0	0
178082	RES	521	37	36	64	34	36	65	4	0	-1
178083	RES	509	37	36	63	34	36	61	4	0	2
178084	RES	722	38	37	66	35	37	66	3	0	0
178085	RES	204	45	43	74	42	44	74	3	0	0
178089	RES	156	52	50	78	48	50	79	4	0	0
178092	RES	1012	34	32	56	30	32	54	4	0	1
178093	RES	748	39	37	62	35	37	62	4	0	-1
178095	RES	362	45	44	71	42	44	71	3	0	0
178096	RES	735	38	36	63	34	36	63	3	0	0
178097	RES	946	34	33	56	31	33	55	4	0	1
178098	RES	998	33	32	56	30	32	54	4	0	1
178100	RES	968	34	33	56	31	33	56	4	0	0
178101	RES	494	38	36	64	34	36	64	3	0	0
178106	RES	474	38	36	63	34	36	64	4	0	-1
178110	RES	457	38	37	65	35	37	65	4	0	1
178111	RES	292	47	45	73	44	46	74	3	0	0
178114	RES	627	37	35	59	33	35	60	4	0	0
178118	RES	424	38	37	63	34	36	64	4	0	-1
178120	RES	440	38	37	63	35	37	64	4	0	-1
178124	RES	396	38	36	64	34	36	65	4	0	-1
178127	RES	355	46	45	71	43	45	71	3	0	0
178133	RES	408	38	37	63	35	37	63	4	0	1
178138	RES	378	41	39	70	37	39	70	3	0	0
178143	RES	295	47	45	73	44	46	73	3	0	0
178150	RES	517	44	42	70	40	42	71	3	0	0
178154	RES	672	37	35	59	33	35	59	4	0	0
178158	RES	536	43	41	68	40	42	69	3	0	-1
178163	RES	569	43	41	66	39	41	67	3	0	-1
178167	RES	493	43	42	68	40	42	69	3	0	0
178170	RES	551	43	41	66	39	41	67	3	0	0
178175	RES	506	44	42	70	40	42	70	3	0	0
178181	RES	1016	33	32	56	30	32	55	4	0	1
178184	RES	296	47	45	73	44	45	74	3	0	-1
178186	RES	333	41	39	71	37	39	72	4	0	-1
178188	RES	1022	31	29	52	27	29	51	4	0	1
178189	RES	598	43	42	66	40	42	67	3	0	0
178191	RES	980	34	32	57	30	32	57	4	0	0
178193	RES	282	43	42	74	40	42	75	3	0	-1
178195	RES	381	42	40	72	38	40	73	3	0	0
178201	RES	302	42	40	73	38	40	74	3	0	-1
178205	RES	312	42	41	74	39	41	75	4	0	-1
178208	RES	232	45	43	73	41	43	73	3	0	0
178213	RES	981	33	31	55	29	31	55	4	0	0
178216	RES	208	46	44	77	43	45	78	3	0	-1
178217	RES	636	37	36	59	34	36	59	4	0	0
178219	RES	951	33	31	55	29	31	56	4	0	-1
178221	RES	937	34	32	56	30	32	57	4	0	0
178222	RES	268	45	43	77	42	44	77	3	0	0
178223	RES	251	43	41	74	39	41	74	3	0	-1
178224	RES	910	35	33	56	31	33	56	4	0	0
178225	RES	666	43	41	67	40	42	67	3	0	0
178226	RES	674	37	35	59	33	35	59	4	0	0
178228	RES	239	46	45	78	43	45	78	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178230	RES	920	34	32	56	30	32	57	4	0	0
178231	OED	713	39	37	64	36	38	64	3	0	-1
178234	RES	220	46	45	78	43	45	78	3	0	0
178235	RES	882	34	32	56	30	32	56	4	0	0
178236	RES	654	43	42	66	40	42	66	3	0	0
178237	RES	322	47	45	74	44	46	74	3	0	-1
178239	RES	610	37	35	59	33	35	58	4	0	1
178240	RES	580	37	35	59	33	35	60	4	0	0
178241	RES	228	44	43	73	41	43	74	3	0	-1
178242	RES	579	37	35	59	33	35	59	4	0	0
178245	RES	534	38	36	60	34	36	61	4	0	0
178246	RES	188	47	45	78	44	46	79	3	0	-1
178249	RES	541	38	36	60	34	36	61	4	0	0
178250	RES	373	42	41	73	39	41	74	4	0	-1
178251	RES	163	50	49	80	47	49	80	3	0	0
178252	RES	862	35	34	58	32	34	59	3	0	-1
178253	RES	172	48	46	79	45	46	80	3	0	0
178254	RES	852	35	33	58	32	34	58	3	0	0
178256	RES	497	39	37	62	35	37	62	3	0	-1
178257	RES	371	44	42	70	40	42	70	3	0	0
178260	RES	516	42	40	68	38	40	68	3	0	-1
178261	RES	215	44	43	74	41	43	74	3	-1	-1
178263	RES	838	34	33	58	31	33	58	3	0	0
178264	RES	292	47	45	73	44	45	74	3	0	-1
178266	RES	807	35	34	59	32	34	59	3	0	0
178269	RES	567	42	41	66	39	41	66	4	0	0
178274	RES	694	37	36	60	34	36	60	4	0	0
178276	RES	255	45	43	73	41	43	73	3	0	-1
178278	RES	817	34	33	57	31	33	57	4	0	0
178281	OED	730	38	36	60	34	36	60	4	0	0
178282	RES	777	35	34	58	32	34	59	3	0	-1
178283	RES	377	46	44	71	42	44	71	3	0	0
178287	RES	676	37	36	60	34	36	60	3	0	0
178288	RES	786	35	34	58	32	34	59	3	0	0
178290	RES	583	43	42	67	40	42	67	3	0	0
178292	RES	447	39	37	63	36	38	63	3	0	0
178293	OED	696	35	34	59	32	34	59	4	0	0
178294	RES	469	39	38	62	36	38	63	4	0	0
178295	RES	371	42	40	72	38	40	73	3	0	0
178296	RES	758	35	34	58	32	34	59	3	0	0
178306	RES	248	45	43	73	41	43	74	3	0	-1
178309	RES	424	39	38	63	36	38	63	3	0	0
178312	RES	742	35	34	58	32	34	58	3	0	0
178316	RES	358	45	44	72	42	44	72	3	0	0
178319	RES	732	37	35	61	33	35	61	3	0	-1
178321	RES	302	47	45	73	44	46	73	3	0	0
178324	RES	413	40	38	63	36	39	63	3	0	0
178327	RES	207	44	42	71	41	43	72	3	0	0
178331	RES	326	41	40	71	38	40	71	4	0	1
178333	RES	1016	31	29	55	27	29	55	4	0	0
178334	RES	239	45	44	74	42	44	74	3	0	-1
178338	RES	599	44	42	70	40	42	70	3	0	0
178341	RES	311	42	41	71	39	41	71	3	0	-1
178342	RES	685	38	36	62	34	36	62	3	0	0
178345	RES	380	40	39	67	37	39	68	3	0	-1
178346	RES	358	45	44	71	42	44	72	3	0	-1
178347	RES	1001	32	31	58	29	31	56	4	0	3
178348	RES	281	43	41	72	39	41	72	4	0	0
178351	OED	698	40	38	61	36	38	62	3	0	0
178352	RES	264	46	44	76	42	44	76	3	0	0
178353	RES	299	43	42	72	40	42	72	4	0	0
178355	RES	949	32	30	55	28	30	56	4	0	-1
178359	RES	317	47	45	72	43	45	73	3	0	0
178362	RES	628	38	36	60	34	36	60	3	0	0
178363	RES	982	33	31	56	29	31	57	4	0	-1
178365	OED	650	44	42	68	40	42	68	3	0	0
178368	RES	610	38	36	61	34	36	61	4	0	0
178370	RES	217	46	45	76	43	45	76	4	0	0
178371	RES	252	45	44	74	42	44	74	4	0	0
178373	RES	232	46	44	75	43	45	76	3	0	-1
178374	RES	243	46	44	71	42	44	72	3	0	-1
178376	RES	927	34	33	59	31	33	59	3	0	0
178377	RES	357	44	43	71	41	43	71	3	0	0
178379	RES	540	44	42	67	40	42	68	3	0	-1
178381	RES	202	46	44	76	42	44	73	4	0	2
178382	RES	908	34	32	58	30	32	58	4	0	-1
178384	RES	594	42	40	67	38	40	67	3	0	0
178388	RES	893	35	33	58	31	33	59	4	0	0
178389	RES	190	46	45	75	42	44	73	4	0	2
178392	RES	864	35	34	60	32	34	58	4	0	2
178398	RES	171	49	48	80	46	48	80	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178399	OED	680	45	44	67	42	44	67	4	0	0
178401	RES	297	46	45	71	43	45	72	3	0	-1
178404	RES	554	44	42	69	40	42	69	3	0	0
178407	RES	878	34	33	59	31	33	59	4	0	0
178409	RES	849	35	34	59	31	33	59	4	0	0
178411	RES	316	43	42	72	40	42	73	3	0	-1
178417	RES	512	38	37	60	35	37	61	4	0	-1
178421	RES	532	38	36	60	34	36	60	4	0	0
178426	RES	608	43	41	68	39	41	68	3	0	-1
178428	RES	469	38	37	63	35	37	62	4	0	1
178429	RES	597	38	37	61	34	36	61	4	0	-1
178430	RES	234	46	44	71	42	44	72	3	0	-1
178431	RES	363	44	43	71	41	43	71	3	0	0
178440	RES	757	37	35	61	33	35	61	3	0	0
178442	RES	420	39	37	62	35	37	62	4	0	1
178445	RES	834	35	34	58	32	34	58	3	0	0
178453	RES	792	36	34	61	32	34	60	4	0	1
178454	RES	160	52	51	82	49	51	82	4	0	0
178455	RES	566	38	37	61	35	37	61	4	0	0
178456	RES	624	37	36	60	33	35	59	4	0	1
178459	RES	769	36	35	61	33	35	61	3	0	0
178460	RES	808	36	34	62	32	34	60	4	0	3
178461	RES	297	46	45	71	43	45	71	3	0	0
178465	RES	588	42	41	66	39	41	67	3	0	0
178469	RES	409	39	38	63	35	37	63	4	0	0
178471	RES	323	43	42	70	40	42	71	3	0	-1
178475	RES	738	37	36	61	34	36	62	3	0	0
178482	RES	727	37	36	63	34	36	63	3	0	0
178483	RES	672	38	36	62	34	36	60	3	0	1
178487	RES	362	42	41	67	39	41	68	3	0	-1
178500	RES	391	39	37	63	35	37	63	4	0	0
178502	RES	509	39	37	63	35	37	62	4	0	1
178504	RES	295	46	45	71	43	45	72	3	0	0
178507	RES	598	41	40	68	38	40	68	3	0	0
178509	RES	441	39	37	63	35	37	63	4	0	0
178516	RES	470	39	37	62	35	37	62	4	0	0
178518	RES	313	44	42	69	40	42	69	3	0	0
178522	RES	331	42	41	72	39	41	72	3	0	0
178523	RES	407	39	38	64	36	38	64	4	0	0
178525	RES	1011	34	33	64	32	33	64	3	-1	0
178527	RES	623	37	35	60	33	35	61	4	0	-1
178529	RES	1000	34	32	63	31	33	63	3	-1	0
178530	RES	313	42	40	70	39	41	70	3	0	0
178535	RES	425	46	44	70	43	45	70	3	0	0
178536	RES	365	41	39	70	37	39	67	3	0	3
178537	RES	296	43	41	72	39	41	71	4	0	2
178539	RES	378	43	42	69	40	42	69	3	0	0
178541	RES	266	43	41	73	39	41	71	4	0	2
178544	RES	985	35	33	61	32	34	62	3	-1	0
178547	RES	677	37	36	61	34	36	62	3	0	-1
178553	RES	944	35	33	62	32	34	63	3	-1	-1
178554	RES	280	43	42	74	40	42	71	4	0	3
178555	RES	968	36	34	63	33	35	63	3	-1	-1
178559	RES	388	40	38	68	36	38	67	4	0	1
178566	RES	930	36	35	65	34	35	65	3	-1	0
178569	RES	247	44	42	74	40	42	75	3	0	-1
178571	RES	913	34	32	59	31	33	60	3	0	-1
178572	RES	249	45	43	71	42	44	71	3	0	0
178573	RES	235	44	42	74	40	42	75	3	0	0
178574	RES	874	36	35	62	33	35	62	3	0	0
178575	RES	891	35	33	62	32	34	62	3	-1	0
178578	RES	506	39	38	64	36	38	63	4	0	1
178581	RES	216	43	41	73	40	42	74	3	0	-1
178582	RES	621	38	36	62	35	37	63	3	0	-1
178583	RES	186	44	43	74	41	43	75	3	0	0
178584	RES	293	46	45	73	43	45	73	3	0	0
178586	RES	411	41	39	72	37	39	68	4	0	4
178587	RES	758	36	34	58	32	34	58	3	0	0
178589	RES	206	45	43	76	41	43	75	4	0	1
178590	RES	470	40	39	64	37	39	63	4	0	1
178591	RES	172	45	43	76	41	43	75	3	0	1
178592	RES	672	37	36	59	34	36	60	3	0	0
178593	RES	727	37	35	60	33	35	61	3	0	-1
178594	RES	866	36	34	63	33	35	64	3	-1	-1
178595	RES	741	36	35	61	33	35	60	4	0	1
178600	RES	847	36	34	62	33	35	62	3	0	1
178602	RES	154	49	47	80	45	47	80	3	0	0
178605	RES	832	37	35	63	34	36	63	3	-1	0
178609	RES	806	36	34	60	33	35	60	3	0	0
178610	RES	426	39	38	66	35	37	64	4	0	2
178619	RES	404	41	39	67	37	39	64	4	0	3

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178622	OED	662	42	40	66	38	40	66	3	0	0
178623	RES	374	41	39	72	37	39	69	4	0	3
178625	RES	770	36	35	60	33	35	60	3	0	0
178630	RES	791	36	35	60	33	35	61	3	0	0
178633	RES	670	37	36	61	34	36	61	4	0	0
178639	RES	754	36	35	59	33	35	60	3	0	0
178642	OED	686	43	41	67	39	41	67	3	0	-1
178648	RES	724	37	35	60	33	35	59	3	0	1
178649	RES	739	37	35	59	33	35	59	3	0	0
178651	RES	707	37	35	60	33	35	59	4	0	1
178653	OED	708	38	36	60	34	36	60	3	0	-1
178669	RES	290	42	40	73	38	40	71	4	0	2
178671	RES	330	41	39	70	37	39	66	4	0	5
178672	RES	694	37	36	60	34	36	60	3	0	0
178676	RES	403	41	39	68	37	39	65	4	0	3
178680	RES	627	37	36	60	34	36	60	4	0	0
178684	RES	671	37	36	61	34	36	61	3	0	0
178685	RES	600	37	36	60	34	36	60	4	0	0
178688	RES	614	37	36	59	34	36	60	4	0	0
178689	RES	993	37	36	64	35	36	64	3	-1	0
178690	RES	1004	37	35	64	34	36	64	3	-1	0
178693	RES	264	44	42	76	40	42	74	4	0	2
178697	OED	791	40	39	64	37	39	64	3	0	0
178700	RES	591	38	36	60	34	36	60	4	0	0
178703	RES	972	36	35	66	34	36	66	3	-1	0
178704	RES	555	38	37	61	35	37	61	4	0	0
178705	RES	224	45	44	78	42	44	78	3	0	0
178706	RES	960	37	35	63	34	36	63	3	-1	0
178707	RES	572	38	37	61	35	37	62	3	0	0
178715	RES	909	35	34	62	32	34	60	3	0	2
178716	RES	523	39	37	62	35	37	62	3	0	0
178720	RES	544	38	37	61	35	37	62	4	0	0
178724	RES	330	40	39	65	37	38	65	4	0	0
178725	RES	495	39	38	62	36	38	62	4	0	-1
178731	RES	310	41	40	66	38	40	66	4	0	0
178734	RES	891	36	34	65	33	34	65	3	0	0
178735	RES	215	46	45	75	43	45	75	3	0	-1
178737	RES	878	36	35	62	33	35	61	4	0	1
178740	RES	864	35	34	61	32	34	61	4	0	1
178742	RES	170	46	44	78	43	44	78	3	0	0
178745	RES	291	41	40	65	38	39	65	4	0	0
178746	RES	185	45	44	78	42	44	78	3	0	0
178747	RES	153	48	47	80	45	47	80	3	0	0
178748	RES	514	39	38	62	36	38	62	4	0	0
178751	RES	483	40	38	62	36	38	63	4	0	0
178753	RES	383	41	40	66	38	40	66	3	0	0
178760	RES	836	37	36	62	34	36	62	3	0	0
178762	RES	230	44	42	73	40	42	74	3	0	-1
178763	RES	465	39	38	63	36	38	63	4	0	0
178765	RES	452	40	38	64	36	38	64	4	0	-1
178766	RES	792	36	34	62	32	34	61	3	0	1
178769	RES	776	37	35	62	33	35	62	4	0	0
178778	RES	190	49	47	81	46	48	81	2	-1	0
178779	OED	754	41	39	65	38	40	65	3	0	-1
178781	RES	323	42	40	66	38	40	67	4	0	-1
178782	RES	763	36	35	59	33	35	59	4	0	0
178783	RES	804	36	35	63	33	35	62	3	0	1
178787	RES	420	40	39	63	37	39	64	3	0	0
178788	RES	434	40	39	64	37	39	63	4	0	1
178790	RES	372	46	44	72	43	45	72	3	0	0
178793	RES	736	37	36	60	34	36	60	4	0	0
178795	RES	404	40	39	63	37	39	64	4	0	-1
178801	RES	966	37	36	65	34	36	65	3	-1	0
178804	RES	847	37	36	63	34	36	63	3	0	0
178807	OED	453	43	42	68	40	42	68	3	0	0
178812	OED	429	45	44	69	42	44	70	3	0	0
178814	RES	384	42	40	64	38	40	64	3	0	0
178816	RES	693	37	35	60	33	35	60	4	0	0
178821	RES	913	37	35	63	33	35	63	3	0	-1
178823	RES	729	38	36	61	34	36	60	4	0	0
178828	RES	233	44	42	71	40	42	71	3	0	-1
178834	RES	684	37	36	59	34	36	59	4	0	0
178836	RES	668	37	36	61	34	36	61	4	0	0
178837	RES	650	38	36	61	34	36	61	4	0	0
178839	RES	320	40	38	63	36	38	63	4	0	0
178844	OED	476	45	43	69	41	43	70	3	0	0
178845	RES	302	42	40	65	38	40	65	4	0	0
178847	RES	628	38	36	61	34	36	62	4	0	-1
178851	RES	141	48	47	75	45	47	75	3	0	-1
178854	RES	287	43	41	69	39	41	70	3	0	-1
178858	RES	858	37	35	64	33	35	64	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
178859	RES	969	37	36	65	35	36	65	3	-1	0
178863	RES	170	48	47	81	45	47	82	3	-1	-1
178868	OED	509	44	42	70	41	43	69	3	0	0
178872	OED	540	43	41	67	39	41	67	3	0	0
178877	RES	567	38	36	61	34	36	61	4	0	0
178879	RES	800	37	35	63	33	35	62	3	0	0
178880	RES	606	38	37	63	35	37	63	4	0	0
178887	RES	554	38	37	61	35	36	61	4	0	0
178892	RES	916	37	35	62	34	36	62	3	0	0
178893	RES	226	43	42	69	40	42	70	3	0	-1
178900	RES	518	39	38	62	36	38	62	4	0	0
178908	RES	315	42	41	67	38	40	67	4	0	0
178910	RES	539	39	37	62	35	37	62	4	0	0
178912	RES	850	36	35	64	33	35	64	3	0	0
178913	RES	481	40	38	63	36	38	64	4	0	0
178914	RES	503	39	38	62	35	37	63	4	0	0
178917	RES	161	48	46	75	44	46	75	3	0	0
178918	RES	738	37	35	59	33	35	59	4	0	1
178923	RES	977	37	35	65	34	36	65	3	-1	0
178930	OED	442	45	43	69	42	44	69	3	0	0
178933	RES	799	37	36	60	33	35	60	4	0	0
178935	RES	444	40	39	64	37	39	64	4	0	0
178945	RES	690	37	36	62	34	36	63	4	0	0
178950	RES	369	42	40	66	38	40	67	4	0	-1
178954	RES	231	43	42	67	40	42	67	3	0	0
178966	RES	904	37	35	65	33	35	64	3	0	1
178970	OED	600	44	42	68	40	42	68	3	0	0
178971	RES	747	37	35	60	33	35	60	4	0	-1
178972	RES	613	38	36	61	34	36	62	4	0	0
178974	RES	383	40	38	63	36	38	63	4	0	0
178975	RES	182	45	43	71	41	43	72	3	0	0
178980	RES	322	42	41	65	39	41	65	4	0	0
178983	RES	854	36	35	61	33	35	61	4	0	0
178987	RES	301	45	43	72	42	44	72	3	-1	-1
178993	RES	974	37	35	64	34	36	64	3	-1	0
178997	RES	798	37	35	62	33	35	62	4	0	0
179017	RES	372	41	39	65	37	39	65	4	0	0
179020	RES	685	37	36	60	33	35	61	4	0	-1
179023	RES	470	40	38	64	36	38	64	4	0	0
179026	RES	173	46	44	73	42	44	73	3	0	0
179030	RES	229	43	41	67	39	41	67	4	0	0
179031	RES	304	45	44	70	42	44	71	3	-1	-1
179034	RES	493	40	38	62	36	38	63	4	0	0
179036	RES	906	36	34	61	33	35	62	3	0	-1
179041	RES	561	39	37	63	35	37	62	4	0	0
179044	RES	750	36	35	60	33	35	61	4	0	0
179045	RES	848	35	34	58	32	34	58	4	0	0
179048	RES	613	38	37	62	35	37	62	4	0	-1
179051	RES	802	35	34	60	32	34	60	4	0	1
179052	RES	967	37	35	64	34	36	64	3	-1	0
179055	RES	418	40	39	63	36	38	63	4	0	0
179058	RES	319	42	40	65	38	40	66	4	0	-1
179060	RES	289	45	43	70	42	44	71	3	-1	-1
179069	RES	379	41	39	65	37	39	65	4	0	0
179073	RES	299	42	41	64	38	40	65	4	0	0
179074	RES	684	37	35	62	33	35	62	3	0	0
179075	RES	173	44	43	74	41	42	73	4	0	1
179076	RES	281	42	40	66	38	40	67	4	0	0
179077	OED	575	43	42	69	40	42	69	3	0	-1
179080	RES	506	40	38	62	36	38	62	4	0	0
179089	RES	743	36	34	62	33	35	62	3	0	-1
179095	RES	903	35	33	62	31	33	62	4	0	-1
179096	RES	855	34	33	57	31	33	57	4	0	0
179099	RES	229	42	41	69	39	41	69	4	0	-1
179102	RES	311	45	44	70	42	44	71	3	-1	0
179104	RES	561	39	37	62	35	37	62	4	0	0
179111	RES	621	38	36	63	34	36	63	4	0	0
179122	RES	796	35	34	61	32	34	61	4	0	-1
179125	RES	177	44	43	74	41	43	74	3	0	0
179131	RES	427	41	40	65	38	40	65	4	0	0
179132	RES	966	37	36	66	35	36	67	3	-1	-1
179133	RES	519	38	36	60	34	36	61	4	0	0
179136	RES	685	37	35	62	33	35	63	4	0	0
179139	RES	322	43	41	66	39	41	67	4	0	0
179140	RES	290	45	43	71	42	44	72	3	-1	0
179147	RES	372	41	39	65	37	39	66	4	0	-1
179152	RES	855	34	32	57	30	32	57	4	0	0
179154	RES	758	37	35	63	33	35	63	3	0	0
179156	RES	906	35	33	59	31	33	58	4	0	1
179158	RES	258	42	40	65	38	40	66	4	0	0
179165	RES	239	42	40	67	38	40	67	4	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
179167	OED	449	45	43	71	42	44	71	3	0	0
179170	RES	437	40	38	62	36	38	62	4	0	0
179172	RES	220	42	41	68	38	40	69	4	0	-1
179173	RES	534	38	36	60	34	36	61	4	0	-1
179174	RES	798	36	34	63	33	35	63	3	0	0
179176	RES	572	38	36	61	34	36	62	4	0	0
179177	RES	626	37	36	62	34	36	62	4	0	1
179185	RES	685	38	36	64	35	37	65	3	-1	-1
179189	RES	955	37	35	64	34	36	64	3	-1	0
179192	RES	368	41	40	65	38	40	65	3	0	0
179194	RES	173	43	42	73	40	42	74	3	0	0
179198	RES	748	37	36	63	34	36	63	3	0	1
179203	RES	849	34	33	57	31	33	57	4	0	0
179209	RES	541	37	36	60	33	35	60	4	0	0
179210	RES	304	43	41	66	39	41	67	4	0	0
179214	RES	618	37	36	62	34	36	62	3	0	-1
179216	RES	797	36	35	61	33	35	61	4	0	0
179222	RES	467	39	38	61	36	37	62	4	0	0
179226	RES	681	38	37	66	35	37	66	3	0	-1
179228	RES	426	39	38	64	36	38	65	3	0	-1
179230	RES	411	40	39	64	37	39	65	3	0	0
179232	RES	368	41	40	64	38	40	65	3	0	-1
179234	RES	852	35	34	58	31	33	58	4	0	1
179237	RES	223	42	41	68	39	41	69	4	0	-1
179243	RES	303	43	41	68	39	41	68	3	0	-1
179244	RES	954	36	34	64	33	35	64	3	-1	0
179253	RES	751	38	36	63	35	37	63	3	0	0
179255	RES	564	37	35	60	33	35	61	4	0	-1
179256	RES	167	42	41	71	39	41	71	3	0	0
179270	RES	620	37	36	62	34	36	63	3	0	-1
179271	RES	794	37	35	58	33	35	59	4	0	-1
179280	RES	367	41	40	64	38	40	64	3	0	0
179282	RES	928	36	34	64	32	34	64	3	0	0
179288	RES	684	38	36	61	34	36	62	3	0	-1
179291	RES	858	35	34	57	32	34	57	4	0	0
179301	RES	222	43	41	68	39	41	68	3	0	-1
179310	RES	316	41	39	65	37	39	65	4	0	-1
179313	RES	166	42	40	66	38	40	66	4	0	0
179316	RES	923	35	34	62	32	34	63	3	0	0
179321	RES	741	38	36	62	35	37	62	3	0	0
179324	RES	794	37	35	61	33	35	61	4	0	-1
179330	RES	685	38	36	60	34	36	60	4	0	-1
179333	RES	619	37	36	61	34	36	61	4	0	0
179355	RES	235	43	42	68	40	42	69	3	0	-1
179356	RES	500	38	37	63	35	37	64	3	0	0
179358	RES	521	38	37	63	34	36	64	4	0	-1
179372	RES	851	37	36	61	34	36	62	3	0	0
179376	RES	485	38	37	63	35	37	64	3	0	-1
179377	RES	906	37	35	61	33	35	61	3	0	-1
179378	RES	747	37	36	61	34	36	61	3	0	-1
179381	RES	170	43	41	69	39	41	69	3	0	-1
179384	RES	290	41	40	65	38	40	66	4	0	0
179385	RES	424	39	38	63	36	38	64	4	0	0
179389	RES	458	39	37	64	35	37	64	3	0	0
179391	RES	380	41	39	63	37	39	64	4	0	-1
179394	RES	414	39	38	62	35	37	62	4	0	-1
179401	RES	627	38	36	61	34	36	61	4	0	0
179405	RES	678	37	35	59	33	35	59	4	0	0
179406	RES	795	36	35	60	33	35	61	4	0	0
179407	RES	472	39	38	64	36	38	64	3	0	0
179422	RES	519	39	37	62	35	37	62	4	0	0
179423	RES	228	43	42	68	40	42	68	3	0	0
179432	RES	445	40	39	64	37	39	64	4	0	0
179441	RES	314	40	38	63	36	38	63	4	0	0
179443	RES	175	43	41	68	40	42	68	3	0	0
179454	RES	546	38	36	60	34	36	61	4	0	0
179462	RES	367	41	39	63	37	39	63	3	0	0
179465	RES	896	36	34	60	33	35	60	3	0	0
179466	RES	745	38	36	64	35	37	64	3	0	0
179472	RES	616	38	37	61	35	37	61	3	0	0
179474	RES	798	37	35	62	34	36	62	3	0	-1
179488	RES	684	36	34	59	32	34	59	4	0	0
179496	RES	632	38	36	62	34	36	62	3	0	-1
179497	RES	235	44	42	68	40	42	68	3	0	0
179509	RES	883	37	36	63	34	36	63	3	0	0
179516	RES	309	41	39	65	37	39	65	4	0	0
179521	RES	374	41	40	63	38	40	64	3	0	0
179527	RES	175	43	41	69	39	41	70	3	0	-1
179532	RES	517	39	37	62	35	37	62	4	0	0
179536	RES	742	37	36	63	34	36	64	3	-1	0
179550	RES	253	41	40	66	38	40	66	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
179551	RES	687	36	35	60	33	35	60	4	0	0
179554	RES	564	38	36	62	34	36	62	4	0	0
179559	RES	779	37	36	64	34	36	64	3	0	0
179562	RES	872	39	37	67	36	38	68	3	-1	-1
179569	RES	224	44	42	68	41	43	67	3	0	1
179570	RES	655	38	36	62	35	37	62	3	0	0
179584	RES	369	41	40	64	38	40	65	3	0	0
179588	RES	172	44	42	70	40	42	70	3	0	0
179589	RES	499	38	36	61	34	36	61	4	0	0
179590	RES	741	37	35	63	34	36	63	3	0	0
179591	RES	469	39	38	63	36	38	63	3	0	0
179601	RES	484	39	37	62	35	37	62	4	0	0
179604	RES	321	41	39	64	37	39	64	4	0	0
179607	RES	454	39	37	61	35	37	62	4	0	0
179609	RES	407	41	39	63	37	39	63	4	0	1
179611	RES	691	37	35	61	34	36	61	3	0	0
179614	RES	861	39	38	66	37	39	67	3	-1	-1
179617	RES	438	39	38	62	36	38	61	4	0	1
179621	RES	423	39	38	62	36	38	61	4	0	1
179632	RES	543	39	37	63	35	37	63	3	0	0
179648	RES	366	42	40	64	38	40	64	4	0	0
179650	RES	608	39	37	63	35	37	63	3	0	0
179653	RES	393	40	39	63	37	39	63	4	0	0
179667	RES	331	41	40	64	38	40	64	4	0	0
179674	RES	159	42	41	67	39	41	68	4	0	0
179689	RES	844	39	38	67	36	38	67	3	-1	-1
179690	RES	304	42	40	64	38	40	64	4	0	0
179694	RES	548	39	37	62	35	37	62	3	0	0
179702	RES	283	43	41	68	39	41	68	3	0	-1
179708	RES	258	42	40	65	38	40	66	4	0	0
179722	RES	223	44	42	68	41	43	69	3	0	0
179733	RES	238	43	41	68	39	41	68	3	0	-1
179734	RES	784	37	36	64	34	36	65	3	-1	-1
179746	RES	609	39	37	65	36	38	65	3	0	0
179748	RES	168	43	42	67	40	42	67	4	0	0
179749	RES	761	36	35	64	34	36	65	3	-1	-1
179750	RES	629	39	37	66	36	38	66	3	0	0
179751	RES	825	39	37	67	36	38	67	3	-1	0
179754	RES	543	39	37	63	36	38	63	3	0	0
179755	RES	742	36	34	64	33	35	64	3	-1	-1
179757	RES	183	44	42	67	40	42	68	4	0	0
179760	RES	156	43	42	67	40	42	67	4	0	0
179762	RES	143	43	41	69	39	41	69	4	0	0
179767	RES	718	39	37	65	36	38	66	3	-1	-1
179779	RES	437	40	39	63	37	39	61	4	0	1
179782	RES	566	38	36	60	34	36	61	4	0	0
179793	RES	544	39	37	62	36	38	62	3	0	0
179800	RES	387	40	39	63	37	39	63	4	0	0
179806	RES	617	40	38	65	37	39	66	3	-1	0
179813	RES	823	41	40	67	38	40	67	3	-1	0
179817	RES	686	39	38	64	35	38	64	4	0	0
179820	RES	430	39	38	62	36	37	61	4	0	1
179821	RES	703	39	38	66	37	39	66	3	-1	0
179830	RES	305	41	39	64	37	39	64	4	0	0
179831	RES	553	39	37	64	36	37	64	3	0	0
179836	RES	378	41	39	63	37	39	64	4	0	0
179841	RES	664	40	38	66	37	39	66	3	0	0
179847	RES	778	41	39	66	38	40	66	3	-1	0
179848	RES	610	40	38	65	37	39	66	3	-1	0
179849	RES	288	41	39	64	37	39	64	4	0	0
179856	RES	831	40	39	68	37	39	68	3	0	0
179857	RES	99	54	53	83	51	53	84	3	0	-1
179862	RES	429	39	37	62	35	37	62	4	0	-1
179865	RES	213	43	42	67	40	42	67	3	0	0
179874	RES	761	40	38	67	37	39	67	3	0	0
179875	RES	273	41	40	64	37	39	64	4	0	0
179881	RES	251	42	41	65	38	40	66	4	0	-1
179883	RES	729	40	38	66	37	39	66	3	-1	0
179885	RES	309	42	40	65	38	40	65	4	0	0
179895	RES	615	40	38	64	37	39	65	3	-1	0
179897	RES	157	43	42	68	40	42	68	4	0	0
179899	RES	558	39	37	65	36	38	65	3	0	0
179900	RES	109	53	52	81	50	52	82	4	0	-1
179901	RES	230	42	41	67	39	41	67	4	0	0
179912	RES	187	43	41	66	39	41	66	4	0	0
179914	RES	711	40	39	67	38	39	67	3	-1	0
179923	RES	368	42	40	65	38	40	65	3	0	0
179933	RES	813	45	43	70	40	42	67	4	1	3
179935	RES	328	40	39	64	37	39	64	4	0	0
179940	RES	303	41	40	65	38	40	65	3	0	0
179952	RES	166	42	40	66	38	40	67	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
179953	RES	682	41	40	67	39	41	67	3	-1	0
179954	RES	612	40	39	65	37	39	65	3	0	0
179957	RES	436	39	38	65	36	38	65	4	0	0
179960	RES	545	40	38	65	37	38	66	3	-1	0
179966	RES	373	42	40	65	38	40	66	3	0	-1
179967	RES	425	40	38	66	36	38	66	4	0	0
179971	RES	238	42	40	65	38	40	66	4	0	0
179973	RES	804	43	41	68	39	41	67	4	0	2
179974	RES	228	43	42	67	40	42	67	4	0	0
179976	RES	407	40	39	65	37	39	65	3	0	0
179981	RES	181	43	41	67	39	41	67	3	0	0
179996	RES	307	41	39	64	37	39	65	4	0	0
179998	RES	615	41	39	66	38	40	66	3	0	0
180000	RES	777	44	43	69	40	42	66	4	0	3
180005	RES	537	39	37	66	36	38	66	3	-1	0
180007	RES	667	41	39	65	38	39	65	3	0	0
180013	RES	368	41	40	65	38	40	66	3	0	-1
180017	RES	258	42	40	65	38	40	65	4	0	0
180020	RES	758	43	41	68	39	40	65	4	1	3
180022	RES	241	41	40	66	38	40	66	4	0	-1
180030	RES	224	43	42	67	40	42	68	4	0	-1
180037	RES	742	42	41	67	38	40	67	4	1	1
180041	RES	322	40	39	66	37	39	67	4	0	-1
180043	RES	567	39	37	64	36	38	64	3	0	0
180045	RES	176	43	41	67	39	41	67	4	0	0
180057	RES	286	42	41	66	39	41	66	4	0	0
180058	RES	616	42	40	69	39	41	69	3	0	-1
180060	RES	710	39	38	64	36	38	64	3	-1	0
180072	RES	151	44	42	69	40	42	69	4	0	0
180073	RES	230	44	42	67	40	42	68	3	0	0
180074	RES	664	40	39	66	37	39	66	3	0	-1
180076	RES	178	43	41	68	39	41	68	4	0	0
180078	RES	495	39	38	66	37	38	67	3	-1	-1
180090	RES	311	42	41	66	39	41	67	4	0	-1
180099	RES	494	40	38	65	37	39	66	3	-1	-1
180101	RES	467	40	39	67	37	39	68	3	0	-1
180102	RES	453	40	38	64	37	38	65	3	0	-1
180104	RES	619	42	40	66	38	40	67	3	0	-1
180106	RES	721	43	41	66	39	41	67	3	0	-1
180108	RES	337	45	44	70	42	44	70	3	0	0
180116	RES	374	42	40	67	39	40	67	3	0	-1
180117	RES	179	43	42	68	39	41	69	4	0	-1
180118	RES	437	40	38	65	37	39	65	3	0	0
180122	RES	225	44	42	68	40	42	68	3	0	0
180130	RES	423	40	38	66	37	39	66	3	0	0
180131	RES	529	40	38	67	36	38	67	4	0	0
180133	RES	326	42	40	66	38	40	67	4	0	-1
180139	RES	409	40	38	65	36	38	66	4	0	0
180160	RES	723	42	41	67	39	41	67	3	0	0
180164	RES	241	44	42	68	41	42	68	3	0	0
180166	RES	383	42	40	67	39	41	68	3	0	0
180167	RES	615	41	39	65	37	39	65	4	0	0
180175	RES	670	40	38	67	37	39	67	3	0	0
180176	RES	392	40	38	64	36	38	65	4	0	0
180206	RES	315	41	39	64	37	39	65	4	0	0
180209	RES	551	39	38	65	36	38	65	3	0	0
180217	RES	304	41	40	64	37	39	64	4	0	0
180218	RES	713	43	41	70	40	42	70	3	0	0
180219	RES	224	44	42	69	41	43	69	3	0	0
180223	RES	284	42	41	67	39	41	67	4	0	0
180225	RES	614	42	40	69	39	41	69	3	0	0
180235	RES	176	43	41	68	39	41	68	4	0	0
180239	RES	368	42	40	67	39	41	67	3	0	0
180240	RES	256	47	46	73	44	46	73	3	0	-1
180264	RES	227	44	42	69	40	42	70	4	0	0
180266	RES	289	41	40	67	38	40	67	4	0	0
180273	RES	730	42	41	68	39	41	68	3	-1	0
180276	RES	320	46	44	71	42	44	72	3	0	0
180281	RES	307	46	44	72	42	44	72	3	0	0
180282	RES	284	43	41	67	39	41	67	4	0	0
180283	RES	294	47	45	74	44	46	74	3	0	-1
180287	RES	174	43	41	68	39	41	68	4	0	0
180288	RES	483	40	38	67	37	38	67	3	0	0
180290	RES	513	40	38	66	36	38	66	3	0	0
180291	RES	556	40	38	67	37	39	67	3	0	0
180293	RES	531	41	40	71	38	40	72	3	-1	0
180295	RES	377	42	40	67	38	40	68	3	0	-1
180299	RES	242	42	41	67	39	41	67	4	0	0
180301	RES	144	43	42	68	40	42	68	4	0	0
180304	RES	467	40	39	69	37	39	69	3	0	0
180311	RES	498	40	38	68	37	39	68	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
180316	RES	224	44	42	69	40	42	69	3	0	0
180317	RES	442	40	39	69	37	39	69	3	0	0
180321	RES	451	42	40	71	39	41	71	3	-1	0
180330	RES	727	41	40	67	38	40	67	3	-1	0
180337	RES	422	41	39	70	38	40	70	3	0	0
180350	RES	406	42	41	69	39	41	70	3	0	-1
180352	RES	377	42	41	68	39	41	68	3	0	0
180354	RES	176	43	42	69	40	41	69	4	0	0
180364	RES	949	39	37	64	36	38	64	3	-1	0
180365	RES	428	45	44	71	42	44	72	3	0	-1
180366	RES	650	42	40	66	38	40	67	4	0	-1
180370	RES	635	43	42	70	40	42	70	3	0	0
180375	RES	681	42	40	68	38	40	69	4	0	0
180378	RES	961	39	38	65	36	38	65	3	0	0
180380	RES	315	41	39	64	37	39	64	4	0	0
180391	RES	974	36	35	61	33	35	61	3	0	0
180393	RES	714	43	41	67	39	41	67	4	0	1
180400	RES	987	37	36	62	34	36	63	3	-1	0
180401	RES	228	44	42	70	40	42	70	4	0	0
180402	RES	379	42	40	66	39	41	67	3	0	-1
180403	RES	277	42	41	67	39	41	67	4	0	0
180422	RES	992	38	36	62	35	36	63	3	-1	0
180425	RES	261	42	41	67	39	41	67	4	0	0
180432	RES	249	43	42	69	39	41	69	4	0	0
180435	RES	169	43	42	68	39	41	68	4	0	0
180437	RES	296	42	40	68	38	40	68	4	0	-1
180443	RES	615	43	41	66	39	41	66	3	0	0
180445	RES	727	43	42	68	40	42	67	4	0	2
180461	RES	225	44	43	70	41	43	70	3	0	0
180473	RES	559	40	39	67	37	39	68	3	-1	-1
180482	RES	663	42	41	67	38	40	65	4	0	3
180493	RES	173	43	41	69	39	41	69	4	0	0
180503	RES	732	43	41	68	39	40	65	4	1	3
180504	RES	614	43	41	69	39	41	69	3	0	0
180513	RES	530	40	39	69	37	39	69	3	-1	0
180517	RES	501	40	39	66	37	39	67	3	0	-1
180520	RES	511	40	39	69	37	39	69	3	0	-1
180522	RES	482	40	39	68	37	39	69	3	-1	-1
180542	RES	471	41	39	69	37	39	69	3	0	-1
180543	RES	661	41	40	66	37	39	66	4	1	0
180551	RES	552	42	40	72	39	41	72	3	-1	0
180552	RES	451	39	38	66	36	38	68	3	0	-1
180560	RES	282	42	41	70	39	41	70	4	0	0
180563	RES	368	43	41	71	40	42	71	3	0	0
180564	RES	834	40	38	65	36	38	63	4	1	2
180565	RES	418	41	39	66	37	39	67	4	0	0
180569	RES	444	42	40	70	39	40	70	3	0	-1
180575	RES	410	41	40	68	38	40	67	4	0	0
180578	RES	716	41	40	66	38	40	66	4	0	1
180581	RES	321	42	41	71	39	41	71	3	0	0
180591	RES	609	42	41	67	39	41	68	3	0	-1
180592	RES	963	38	36	63	35	37	63	3	0	0
180594	RES	803	43	42	68	39	41	65	4	1	4
180595	RES	261	43	42	69	40	42	69	4	0	0
180603	RES	950	37	36	62	34	36	62	3	0	0
180604	RES	974	38	37	63	35	37	63	3	0	0
180605	RES	300	43	41	72	40	42	72	3	-1	0
180608	RES	938	40	38	65	37	39	65	3	-1	0
180611	RES	671	43	41	68	39	41	69	4	0	-1
180614	RES	465	40	38	69	37	38	69	3	0	0
180615	RES	1001	38	36	61	35	37	62	3	0	-1
180616	RES	791	42	41	68	38	40	64	4	1	4
180618	RES	248	43	42	68	40	42	69	4	0	0
180620	RES	986	38	36	61	34	36	61	3	0	0
180622	RES	235	43	42	69	40	42	69	4	0	0
180624	RES	395	42	41	70	39	41	70	3	0	0
180630	RES	725	42	41	67	39	41	68	3	0	0
180641	RES	217	44	43	71	41	43	71	3	0	0
180643	RES	758	43	41	68	39	41	65	4	1	3
180646	RES	613	42	40	67	38	40	66	3	0	1
180652	RES	545	42	41	70	39	41	70	3	-1	0
180655	RES	181	43	41	70	39	41	70	4	0	0
180660	RES	169	43	41	70	39	41	70	4	0	0
180668	RES	666	42	40	67	38	40	66	4	0	1
180675	RES	367	43	41	70	39	41	70	3	0	0
180680	RES	157	43	42	70	40	42	70	4	0	0
180688	RES	828	43	41	68	38	40	65	4	1	3
180693	RES	390	41	40	67	38	40	67	4	0	0
180699	RES	808	40	39	65	37	39	66	3	0	0
180700	RES	611	43	41	68	39	41	69	4	1	0
180708	RES	710	41	40	67	37	39	66	4	1	1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
180717	RES	807	43	41	69	39	41	65	4	1	4
180718	RES	788	43	41	68	38	40	64	4	1	4
180720	RES	554	43	41	70	39	41	70	4	0	0
180731	RES	517	40	39	66	37	39	66	3	-1	0
180732	RES	536	41	39	70	38	40	70	3	-1	0
180743	RES	667	42	40	67	37	39	67	4	1	0
180744	RES	499	42	41	71	39	41	71	3	0	0
180745	RES	762	43	41	68	39	41	65	4	1	3
180746	RES	775	42	41	67	38	40	64	4	1	3
180757	RES	484	43	41	72	39	41	72	3	-1	0
180758	RES	465	42	40	70	38	40	71	3	0	-1
180760	RES	761	43	41	68	39	41	64	4	1	4
180764	RES	454	41	40	67	38	40	68	3	0	-1
180767	RES	374	43	42	72	40	42	72	3	-1	-1
180769	RES	737	43	42	68	39	41	65	4	1	4
180770	RES	610	42	41	71	39	41	71	3	0	-1
180772	RES	950	40	38	64	37	39	64	3	-1	0
180776	RES	698	39	37	67	36	38	67	3	0	0
180777	RES	937	40	38	64	37	39	64	3	-1	0
180781	RES	400	40	39	66	37	39	67	4	0	-1
180783	RES	719	43	42	68	39	41	65	4	1	3
180786	RES	990	38	37	64	35	37	64	3	0	0
180788	RES	434	41	39	70	38	40	71	3	-1	-1
180789	RES	1000	38	36	64	35	37	64	3	0	0
180790	RES	311	42	40	69	38	40	69	4	0	-1
180792	RES	298	42	40	68	38	40	69	4	0	0
180796	RES	323	41	40	68	38	40	68	3	0	0
180799	RES	960	39	37	61	35	37	62	3	0	-1
180801	RES	970	38	36	63	35	37	64	3	-1	0
180802	RES	414	42	40	72	39	41	72	3	0	0
180803	RES	657	41	40	67	37	39	66	4	1	1
180806	RES	289	42	40	70	39	41	70	3	0	0
180809	RES	278	42	41	68	39	41	68	4	0	0
180812	OME	860	41	39	66	37	39	64	4	0	2
180818	RES	689	44	43	69	40	42	67	4	0	2
180820	RES	379	44	42	71	40	42	71	3	0	0
180825	RES	268	43	41	69	39	41	69	4	0	-1
180829	RES	615	42	41	67	38	40	66	4	1	2
180830	OME	843	42	41	68	38	40	65	4	0	3
180835	RES	254	43	42	70	40	42	70	3	0	0
180865	RES	653	43	42	69	39	41	70	4	0	-1
180868	RES	190	42	41	69	39	41	69	4	0	0
180875	RES	542	44	42	69	39	41	70	4	1	-1
180885	RES	607	43	41	68	39	41	68	4	0	0
180889	RES	800	42	40	67	37	39	64	4	1	3
180890	RES	173	43	42	70	40	41	70	4	0	0
180891	RES	783	40	39	66	36	38	63	4	1	3
180895	RES	503	44	42	70	41	43	70	3	0	0
180901	RES	155	43	42	70	39	41	70	4	0	0
180904	RES	772	41	39	66	37	38	65	4	1	1
180922	RES	757	43	42	68	39	41	65	4	1	3
180925	RES	743	43	41	68	39	41	66	4	0	2
180944	RES	418	43	41	72	39	41	72	3	0	0
180947	RES	193	43	41	70	39	41	71	4	0	0
180949	RES	728	42	40	66	38	40	65	4	0	1
180950	RES	718	44	42	68	39	41	66	4	1	2
180956	RES	714	44	42	69	40	42	65	4	1	4
180960	RES	323	47	45	74	43	45	74	3	0	0
180967	RES	694	43	41	68	38	40	65	4	1	3
180972	RES	338	45	43	74	42	44	75	3	0	-1
180980	RES	683	44	42	68	40	41	65	4	1	3
180983	RES	523	45	43	71	41	43	67	4	1	3
180985	RES	417	42	41	71	39	41	71	3	-1	-1
180987	RES	370	44	43	74	41	43	74	3	-1	0
180997	RES	315	43	41	70	40	42	70	3	0	0
180998	RES	667	43	41	68	39	41	65	4	0	3
181000	RES	449	44	42	72	40	42	72	3	0	-1
181011	RES	186	43	41	69	39	41	69	4	0	0
181013	RES	260	43	41	70	40	41	70	3	0	0
181017	RES	649	43	41	67	39	41	66	4	0	1
181019	RES	839	38	37	62	35	37	63	3	0	0
181021	RES	630	43	41	68	39	41	66	4	0	2
181028	RES	647	41	40	67	38	40	68	4	0	-1
181029	RES	671	39	37	64	36	38	64	3	0	0
181030	RES	540	41	40	67	38	39	67	4	0	0
181034	RES	703	40	38	63	37	39	63	3	0	0
181035	RES	620	42	40	67	38	40	66	4	1	1
181036	RES	586	41	39	66	37	39	66	4	0	0
181040	RES	506	44	42	70	40	42	69	4	1	1
181043	RES	375	44	43	73	42	43	74	3	-1	0
181056	RES	749	41	39	66	36	38	63	4	1	3

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
181058	RES	450	45	43	72	41	43	72	3	-1	0
181059	RES	729	39	38	62	36	38	62	3	0	-1
181060	RES	316	43	42	70	40	42	71	3	0	-1
181061	RES	190	43	41	70	39	41	70	4	0	0
181068	RES	701	39	37	61	35	37	62	3	0	0
181075	RES	269	43	42	71	40	42	72	3	0	-1
181076	RES	810	39	37	61	35	37	61	4	0	0
181079	RES	140	48	47	77	45	47	77	4	0	0
181083	RES	588	43	41	67	39	41	65	4	1	2
181086	RES	542	42	41	69	38	40	70	4	0	-1
181093	RES	718	39	37	60	35	37	61	4	0	0
181100	RES	152	49	47	78	45	47	78	3	0	0
181106	RES	709	42	40	66	38	40	66	4	0	0
181110	RES	586	42	41	67	39	41	67	3	0	0
181112	RES	367	44	42	72	41	43	73	3	-1	-1
181114	RES	451	45	43	72	42	44	72	3	0	0
181116	RES	190	43	42	70	40	42	70	4	0	0
181122	RES	734	38	37	62	35	37	62	4	0	0
181124	RES	570	41	39	66	37	39	68	4	0	-1
181131	RES	662	40	38	64	36	38	65	3	0	0
181132	RES	309	43	41	68	39	41	69	4	0	-1
181144	RES	492	43	41	69	39	41	70	3	0	-1
181147	RES	723	37	36	58	34	36	58	4	0	0
181148	RES	829	39	37	63	35	37	63	4	0	0
181151	RES	669	42	40	67	38	40	65	4	1	2
181159	RES	274	42	41	69	39	41	70	4	0	-1
181162	RES	704	42	40	67	38	40	66	4	0	1
181164	RES	632	39	37	64	35	37	64	4	0	0
181169	RES	190	43	42	69	40	42	70	4	0	0
181172	RES	524	43	41	68	39	41	68	4	0	0
181178	RES	362	45	43	73	42	44	74	3	-1	-1
181180	RES	735	38	36	60	34	36	59	4	0	1
181181	RES	710	38	36	63	34	36	63	3	0	0
181182	RES	646	42	40	68	38	40	65	4	1	3
181185	RES	762	39	38	61	36	38	62	3	0	-1
181187	RES	438	45	43	72	42	44	73	3	0	0
181191	RES	737	40	38	66	35	37	63	4	1	2
181194	RES	776	39	37	61	35	37	61	3	0	0
181199	RES	792	39	38	62	36	38	63	3	0	0
181206	RES	480	43	41	68	39	41	68	4	0	0
181216	RES	187	42	41	68	39	41	68	4	0	0
181221	RES	313	44	43	71	41	43	71	4	0	0
181222	RES	726	38	37	62	35	37	63	3	0	-1
181226	RES	736	38	36	62	35	37	63	3	0	-1
181228	RES	362	45	43	71	42	44	71	3	0	-1
181230	RES	713	41	40	67	37	39	65	4	0	2
181232	RES	616	42	40	67	38	40	65	4	0	3
181234	RES	553	40	38	68	37	39	68	4	0	0
181238	RES	277	43	41	68	39	41	68	4	0	0
181239	RES	435	45	43	70	41	43	71	4	0	-1
181263	RES	511	43	41	69	39	41	70	4	0	0
181265	RES	463	43	41	69	39	41	69	3	0	0
181267	RES	188	42	41	68	39	41	68	4	0	0
181275	RES	309	44	42	70	40	42	70	4	0	0
181276	RES	629	41	40	65	38	39	65	4	0	1
181281	RES	432	44	42	72	40	42	72	3	0	0
181282	RES	360	45	43	72	42	44	73	3	0	-1
181284	RES	637	44	42	69	40	42	66	4	0	3
181286	RES	460	42	40	68	39	41	68	3	0	0
181288	RES	712	44	42	69	40	42	66	4	1	3
181297	RES	556	42	41	70	39	41	70	3	0	0
181298	RES	491	42	41	67	39	41	67	3	0	0
181300	RES	283	43	41	70	39	41	70	4	0	0
181301	RES	514	42	41	67	39	41	67	3	0	0
181302	RES	138	48	47	77	45	47	78	4	0	0
181303	RES	459	45	43	70	41	43	70	4	0	0
181307	RES	527	42	40	67	39	41	68	3	-1	-1
181308	RES	670	44	42	68	40	42	65	4	0	3
181323	RES	312	44	42	70	41	43	70	3	0	0
181324	RES	620	41	40	66	38	40	67	3	0	-1
181326	RES	552	41	40	65	38	40	65	3	-1	-1
181327	RES	681	44	42	69	40	42	66	4	0	3
181328	RES	539	42	40	66	38	40	67	3	0	-1
181330	RES	187	41	39	67	37	39	67	4	0	0
181332	RES	500	43	41	68	39	41	68	4	0	0
181339	RES	902	39	38	63	36	38	63	3	0	0
181340	RES	566	41	39	66	38	40	66	3	-1	0
181343	RES	574	40	39	66	37	39	66	3	0	0
181344	RES	624	45	43	70	41	43	67	4	0	3
181347	RES	592	44	42	68	40	42	66	4	0	2
181351	RES	930	38	36	60	35	37	61	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
181353	RES	940	38	36	61	34	36	61	3	0	0
181359	RES	618	41	40	66	38	40	67	3	0	0
181360	RES	954	38	36	61	34	36	61	3	0	0
181361	RES	612	44	42	69	40	42	67	4	0	3
181373	RES	361	45	43	73	42	44	74	3	0	-1
181374	RES	466	45	43	70	41	43	71	4	0	0
181380	RES	966	38	37	61	35	37	62	3	0	0
181381	RES	990	38	36	63	35	37	62	3	0	0
181386	RES	665	40	39	66	37	39	66	3	0	-1
181394	RES	570	45	43	70	41	43	66	4	1	3
181395	RES	485	45	43	70	41	43	69	4	0	2
181397	RES	619	38	36	62	34	36	63	4	0	0
181398	RES	562	44	43	69	40	42	67	4	0	2
181402	RES	551	44	43	69	41	42	69	4	0	0
181403	RES	452	38	37	67	35	37	67	3	0	0
181412	RES	432	43	41	69	40	42	69	3	0	-1
181413	RES	307	44	43	70	41	43	71	3	0	-1
181414	RES	899	39	38	63	36	38	63	3	0	0
181415	RES	462	39	38	63	36	38	63	4	0	0
181419	RES	345	45	43	72	41	43	72	3	0	0
181421	RES	484	39	38	63	35	37	63	4	0	0
181431	RES	377	40	38	67	37	39	67	3	0	0
181436	RES	350	44	43	72	41	43	73	3	0	-1
181438	RES	537	44	43	69	41	42	68	4	0	1
181440	RES	593	37	35	63	33	35	63	3	0	0
181444	RES	703	39	37	63	36	38	64	3	0	0
181445	RES	261	42	40	66	38	40	67	4	0	0
181453	RES	745	39	38	63	36	38	64	3	0	0
181460	RES	138	48	47	75	45	47	75	4	0	0
181462	RES	513	45	43	69	41	43	67	4	0	2
181468	RES	523	40	38	62	36	38	62	4	0	-1
181482	RES	535	38	36	62	34	36	62	4	0	0
181484	RES	395	46	44	75	42	44	75	4	0	0
181485	RES	433	43	41	69	40	42	69	3	0	0
181487	RES	301	43	42	70	40	42	71	3	0	0
181497	RES	763	39	37	63	35	37	63	3	0	0
181500	RES	253	42	40	66	38	40	66	4	0	0
181501	RES	779	39	37	64	35	37	65	3	0	0
181503	RES	460	45	43	70	41	43	70	4	0	0
181506	RES	582	37	36	61	34	36	61	3	0	-1
181510	RES	808	38	37	62	35	37	63	3	0	0
181515	RES	829	38	37	62	35	37	62	3	0	0
181520	RES	846	39	37	62	36	38	63	3	0	0
181521	RES	898	39	37	63	35	37	63	3	0	0
181525	RES	661	38	37	62	35	37	62	3	0	0
181526	RES	375	40	38	65	36	38	66	3	0	0
181533	RES	426	45	44	70	42	44	71	4	0	0
181534	RES	965	35	33	59	31	33	60	3	0	0
181538	RES	305	44	42	71	41	43	71	3	0	0
181549	RES	999	34	33	58	31	33	58	3	0	0
181553	RES	244	42	40	66	38	40	66	4	0	0
181554	RES	308	44	42	69	41	43	70	3	0	0
181563	RES	762	39	37	64	35	37	61	4	1	2
181566	RES	347	46	44	73	42	44	73	4	0	0
181570	RES	607	37	35	60	33	35	60	4	0	0
181577	RES	745	38	37	63	34	36	59	4	1	4
181579	RES	935	35	34	57	32	34	56	4	0	1
181583	RES	739	41	39	65	36	38	63	4	1	3
181593	RES	722	39	37	63	35	37	62	4	0	2
181594	RES	321	45	44	73	42	44	73	4	0	0
181596	RES	366	41	40	66	38	40	67	4	0	-1
181598	RES	714	41	39	66	37	39	65	4	0	1
181600	RES	772	36	34	59	32	34	59	4	0	0
181602	RES	897	39	37	61	35	37	61	3	0	0
181609	RES	966	35	34	57	32	34	57	4	0	1
181612	RES	980	35	34	58	32	33	56	4	0	2
181614	RES	950	35	34	57	32	34	57	4	0	0
181618	RES	294	45	43	72	42	44	73	3	0	-1
181623	RES	798	36	34	58	32	34	58	4	0	0
181627	RES	681	38	37	62	35	37	62	3	0	0
181631	RES	298	44	42	69	40	42	69	3	0	0
181633	RES	728	37	36	61	34	36	61	4	0	0
181637	RES	650	37	35	63	33	35	60	4	1	3
181638	RES	999	35	34	58	32	33	56	4	0	2
181639	RES	813	36	35	60	33	34	60	4	0	0
181642	RES	574	38	36	60	34	36	60	4	0	0
181643	RES	513	41	39	64	37	39	65	4	0	-1
181647	RES	268	45	43	71	41	43	71	4	0	0
181652	RES	252	43	42	68	39	41	69	4	0	-1
181656	RES	236	42	41	67	38	40	66	4	0	1
181660	RES	361	41	39	64	37	39	64	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
181664	RES	775	35	34	58	32	34	58	4	0	0
181667	RES	629	40	39	66	36	38	62	4	1	3
181668	RES	537	38	37	61	35	37	61	4	0	0
181672	RES	697	41	39	66	37	39	64	4	0	2
181676	RES	607	40	39	65	36	38	62	4	1	4
181677	RES	596	40	38	65	36	38	62	4	1	3
181680	RES	310	44	43	69	41	43	69	3	0	0
181684	RES	690	38	36	60	34	36	60	3	0	0
181687	RES	572	38	37	64	34	36	62	4	1	2
181692	RES	581	40	38	65	36	38	62	4	1	3
181696	RES	649	40	38	65	36	38	65	4	0	0
181706	RES	615	41	40	67	37	39	65	4	1	2
181713	RES	640	38	37	64	34	36	62	4	1	2
181715	RES	374	42	40	64	38	40	65	3	0	-1
181716	RES	595	37	35	59	33	35	59	4	0	0
181728	RES	549	40	38	65	35	37	62	4	1	2
181729	RES	539	38	36	60	34	36	59	4	0	0
181731	RES	758	36	34	57	32	34	58	4	0	0
181733	RES	889	38	37	61	35	37	61	3	0	0
181736	RES	299	44	42	69	40	42	69	3	0	0
181740	RES	708	35	33	58	32	34	58	3	0	0
181742	RES	518	42	41	68	38	40	65	4	0	3
181743	RES	543	41	40	67	37	39	64	4	1	3
181744	RES	691	41	39	66	37	39	65	4	0	1
181745	RES	714	35	34	58	32	34	58	4	0	0
181752	RES	792	35	34	61	31	33	58	4	1	3
181754	RES	752	37	36	62	33	35	60	4	1	3
181756	RES	559	40	38	65	35	37	63	4	1	3
181760	RES	788	36	35	57	33	35	58	4	0	0
181761	RES	690	38	36	60	34	36	60	4	0	0
181762	RES	500	41	40	66	37	39	64	4	0	2
181763	RES	925	36	34	59	32	34	59	4	0	0
181764	RES	639	40	38	65	36	38	65	4	0	0
181766	RES	816	37	35	58	33	35	58	4	0	0
181769	RES	487	43	41	68	39	41	67	4	0	1
181774	RES	842	38	36	59	34	36	60	4	0	0
181776	RES	569	38	36	60	34	36	60	4	0	0
181780	RES	978	35	34	58	32	34	58	4	0	0
181784	RES	958	35	33	58	31	33	59	3	0	0
181788	RES	311	43	41	68	39	41	68	3	0	0
181790	RES	420	42	41	69	38	40	69	4	0	-1
181794	RES	941	36	35	59	33	34	60	4	0	0
181804	RES	403	43	41	67	39	41	67	4	0	0
181807	RES	678	40	38	66	36	38	66	4	0	0
181809	RES	473	43	42	69	39	41	70	4	1	0
181812	RES	899	39	37	60	35	37	60	4	0	0
181820	RES	752	38	36	63	33	35	60	4	1	3
181822	RES	378	40	38	63	36	38	63	4	0	0
181825	RES	460	41	40	66	38	40	67	3	0	-1
181828	RES	810	39	37	63	35	37	60	4	1	3
181833	RES	500	39	38	66	36	38	66	3	0	0
181839	RES	546	40	38	66	36	38	64	4	0	2
181841	RES	485	40	38	66	36	38	67	3	0	0
181844	RES	776	39	37	64	35	37	61	4	1	3
181846	RES	518	42	41	67	38	40	65	4	0	3
181849	RES	690	38	36	61	34	36	61	4	0	0
181852	RES	472	41	39	67	37	39	68	3	0	0
181853	RES	821	39	37	63	34	36	60	4	1	3
181854	RES	709	40	38	65	36	38	63	4	0	2
181856	RES	412	42	40	67	38	40	67	4	0	-1
181857	RES	765	37	36	63	33	35	60	4	1	2
181859	RES	765	39	37	64	35	37	62	4	1	2
181860	RES	627	41	39	66	36	38	63	4	1	3
181861	RES	312	43	41	66	40	42	67	3	0	0
181863	RES	720	37	36	58	34	35	58	4	0	0
181866	RES	377	43	41	68	39	41	66	4	0	2
181871	RES	600	38	36	60	34	36	61	4	0	0
181872	RES	798	39	37	63	34	36	60	4	1	3
181877	RES	979	34	32	56	30	32	56	4	0	1
181878	RES	790	39	37	64	35	37	61	4	0	3
181880	RES	387	40	39	65	37	39	65	4	0	-1
181886	RES	363	45	43	70	41	43	70	4	0	-1
181888	RES	667	42	40	67	38	40	67	4	0	0
181889	RES	351	45	44	70	41	43	70	4	0	0
181891	RES	457	42	41	67	39	40	68	4	0	0
181893	RES	742	37	36	63	33	35	60	4	1	3
181895	RES	338	44	43	69	40	42	68	4	0	2
181896	RES	323	44	42	69	40	42	66	4	0	3
181900	RES	695	39	38	65	35	37	63	4	0	1
181907	RES	504	38	37	62	34	36	62	4	0	0
181908	RES	287	45	43	75	41	43	75	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
181910	RES	900	38	37	60	35	37	61	3	0	-1
181914	RES	787	37	35	59	33	35	59	4	0	0
181916	RES	368	39	38	64	36	38	64	4	0	-1
181918	RES	404	43	41	68	39	41	68	4	0	0
181920	RES	749	39	38	64	35	37	62	4	0	2
181923	RES	565	41	39	67	37	39	65	4	1	2
181927	RES	380	40	38	65	36	38	65	3	0	0
181935	RES	684	38	37	60	35	37	59	3	0	0
181936	RES	185	40	39	65	37	39	65	4	0	0
181939	RES	455	41	40	67	38	39	66	4	0	1
181941	RES	994	34	33	56	31	33	55	4	0	0
181942	RES	299	45	43	70	41	43	70	4	0	0
181943	RES	215	41	40	65	37	39	66	4	0	0
181945	RES	550	39	37	64	35	37	63	4	1	2
181947	RES	799	37	35	59	33	35	60	3	0	0
181948	RES	726	40	38	65	36	38	63	4	0	2
181952	RES	443	43	41	69	39	41	70	4	0	0
181953	RES	659	41	40	67	38	40	67	3	0	-1
181954	RES	228	42	40	66	39	41	66	4	0	0
181957	RES	534	41	40	67	37	39	65	4	0	2
181961	RES	585	39	38	64	36	38	64	4	0	-1
181969	RES	310	44	42	69	40	41	69	4	1	0
181971	RES	727	37	35	58	33	35	58	4	0	0
181973	RES	257	43	41	66	39	41	67	3	0	-1
181974	RES	512	41	40	67	37	39	65	4	0	2
181975	RES	276	45	43	73	41	43	74	4	0	0
181976	RES	390	39	38	63	36	38	63	4	0	0
181978	RES	311	43	41	66	39	41	67	3	0	0
181986	RES	390	43	42	68	39	41	68	4	1	0
181989	RES	606	43	41	68	39	41	68	3	0	0
181992	RES	502	38	36	61	34	36	61	4	0	0
181993	RES	610	43	41	68	39	41	68	3	0	0
181994	RES	667	41	39	68	37	39	68	4	0	0
182003	RES	323	41	40	66	38	40	67	4	0	0
182004	RES	650	42	41	68	39	41	68	4	0	0
182007	RES	343	41	39	64	37	39	64	4	0	0
182018	RES	362	41	39	63	37	39	63	4	0	0
182022	RES	589	43	41	68	39	41	69	3	0	-1
182023	RES	807	36	35	58	33	35	58	4	0	1
182027	RES	434	41	40	66	37	39	66	4	0	1
182029	RES	391	39	38	62	36	38	62	4	0	0
182032	RES	800	36	35	58	32	34	57	4	0	1
182033	RES	467	42	40	65	38	40	65	3	0	0
182034	RES	276	45	43	73	41	43	73	4	0	0
182036	RES	902	38	36	60	35	37	60	4	0	0
182037	RES	940	35	33	57	31	33	58	4	0	-1
182039	RES	975	35	33	56	31	33	56	4	0	1
182042	RES	581	39	38	63	36	38	64	4	0	-1
182043	RES	573	43	41	68	39	41	68	4	0	-1
182046	RES	299	44	42	70	40	42	69	4	1	1
182048	RES	684	39	37	61	35	37	61	4	0	0
182050	RES	556	43	41	68	39	41	68	4	0	0
182051	RES	770	36	35	58	33	35	58	4	0	0
182052	RES	532	43	41	68	40	41	68	4	0	0
182055	RES	413	42	40	68	38	40	68	4	0	0
182058	RES	747	37	35	58	33	35	58	4	0	0
182064	RES	795	38	36	63	34	36	60	4	1	3
182066	RES	549	43	42	68	40	42	68	4	0	0
182068	RES	110	46	45	78	43	45	79	3	-1	-1
182072	RES	372	43	41	68	39	41	68	4	1	0
182074	RES	789	38	37	63	34	36	59	4	1	4
182078	RES	382	41	39	64	37	39	64	4	0	0
182081	RES	488	43	42	68	40	42	68	4	0	0
182082	RES	518	44	42	68	40	42	68	4	0	0
182083	RES	509	43	42	68	39	41	67	4	0	1
182085	RES	259	45	43	74	41	43	74	4	0	0
182086	RES	426	43	42	68	39	41	67	4	1	1
182092	RES	765	38	36	63	34	36	61	4	1	2
182095	RES	424	44	43	69	41	42	68	4	0	1
182097	RES	751	38	36	62	34	36	59	4	1	3
182099	OOA	202	46	45	74	42	44	74	4	1	0
182103	RES	486	44	42	68	40	42	68	4	0	0
182107	RES	400	42	40	68	38	40	68	3	0	0
182110	RES	368	43	41	68	39	41	67	4	0	0
182111	RES	679	39	37	60	35	37	60	3	0	0
182115	RES	458	44	42	69	40	42	69	4	0	0
182117	RES	913	38	36	60	34	36	61	4	0	0
182118	RES	468	44	42	68	40	42	68	4	0	1
182123	RES	447	44	43	69	41	42	67	4	0	1
182128	RES	582	39	38	61	36	38	61	4	0	0
182129	RES	192	42	40	66	38	40	66	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
182134	RES	434	45	43	69	41	43	68	4	0	1
182148	RES	673	39	37	64	35	37	64	4	0	1
182152	RES	204	41	40	65	37	39	65	4	0	0
182153	RES	837	36	35	58	33	35	59	4	0	0
182155	RES	708	39	37	64	35	37	62	4	1	2
182156	RES	242	40	39	66	37	39	66	3	0	0
182159	RES	244	45	43	73	41	43	73	4	0	0
182164	RES	691	38	36	63	34	36	60	4	1	3
182165	RES	262	43	41	68	39	41	68	4	0	0
182168	RES	227	41	39	66	37	39	66	4	0	0
182170	RES	623	42	40	67	38	40	67	4	0	0
182171	RES	163	44	42	71	40	42	72	3	0	-1
182172	RES	681	39	37	60	35	37	61	4	0	0
182173	RES	651	39	37	64	34	36	64	4	0	0
182174	OED	107	56	55	88	53	55	89	3	0	-1
182182	RES	408	45	43	69	41	43	68	4	0	1
182183	RES	655	39	37	64	35	37	64	4	0	0
182185	RES	258	41	39	65	38	40	65	3	0	0
182189	RES	401	45	43	70	41	43	69	4	0	1
182193	RES	274	41	40	65	38	40	66	3	0	0
182195	RES	712	39	37	64	35	37	61	4	1	3
182205	RES	355	45	43	69	41	43	70	4	0	0
182206	RES	706	39	37	65	35	37	62	4	1	3
182211	RES	234	45	44	74	41	43	74	4	1	0
182212	RES	941	38	36	59	34	36	59	4	0	0
182217	RES	627	40	38	65	36	38	65	4	0	1
182220	RES	322	45	43	71	41	43	71	4	0	-1
182222	RES	338	45	43	69	41	43	69	4	0	0
182224	RES	324	42	41	66	39	41	67	3	0	0
182226	RES	722	37	36	58	34	35	58	4	0	0
182228	RES	669	39	37	60	35	37	61	4	0	-1
182230	RES	339	40	39	65	37	39	66	3	0	0
182232	RES	838	36	34	57	32	34	58	4	0	-1
182241	RES	309	45	43	70	41	43	71	4	0	-1
182242	RES	735	37	35	58	33	35	59	4	0	0
182243	RES	660	39	37	64	34	36	61	4	1	2
182244	RES	302	45	43	69	41	43	70	4	0	0
182245	RES	613	42	40	67	38	40	68	4	0	-1
182246	RES	246	42	40	65	38	40	65	4	0	0
182249	RES	772	37	36	59	33	35	59	4	0	0
182251	RES	818	37	35	58	33	35	59	3	0	-1
182253	RES	389	41	39	64	37	39	65	3	0	0
182255	RES	353	40	38	65	36	38	65	3	0	0
182257	RES	654	38	37	64	34	36	61	4	0	2
182258	RES	289	45	43	70	41	43	71	4	0	-1
182263	RES	368	41	39	63	37	39	64	4	0	0
182264	RES	279	45	43	71	41	43	71	4	0	0
182265	RES	503	37	36	62	34	36	63	3	0	0
182266	RES	783	37	35	59	33	35	59	4	0	0
182267	RES	746	37	35	59	33	35	59	4	0	0
182268	RES	759	37	35	58	33	35	57	4	0	0
182269	RES	722	38	37	64	34	36	60	4	1	3
182274	RES	257	45	44	73	42	44	73	4	0	0
182276	RES	228	45	44	74	41	43	74	4	1	-1
182277	RES	247	44	43	72	41	43	72	3	0	0
182280	RES	793	37	35	59	33	35	58	4	0	1
182281	RES	894	38	36	59	34	36	60	3	0	0
182282	RES	484	40	39	63	37	39	64	3	0	-1
182287	RES	269	45	43	71	41	43	72	4	0	0
182288	RES	420	41	39	65	37	39	66	3	0	0
182289	RES	622	39	38	65	35	37	63	4	1	2
182293	RES	804	36	35	58	33	35	58	4	0	0
182304	RES	596	42	41	68	39	41	69	3	0	0
182310	RES	522	37	36	60	34	36	61	4	0	0
182312	RES	830	37	36	58	34	35	58	4	0	1
182314	RES	328	41	39	64	37	39	64	3	0	0
182318	RES	278	40	38	65	36	38	65	4	0	0
182324	RES	847	37	36	60	33	35	59	4	0	0
182330	RES	980	35	34	57	32	34	57	3	0	-1
182334	RES	537	38	36	60	34	36	61	4	0	0
182338	RES	217	46	44	74	42	44	75	4	0	-1
182342	RES	998	32	31	54	28	30	53	4	0	1
182351	RES	430	40	38	63	36	38	64	3	0	-1
182352	RES	582	38	36	61	34	36	61	4	0	-1
182355	RES	554	38	36	60	34	36	60	4	0	0
182362	RES	288	41	39	65	37	39	65	4	0	-1
182363	RES	336	41	39	64	37	39	64	3	0	0
182366	RES	495	39	38	62	36	37	61	4	0	1
182367	RES	915	37	35	58	33	35	58	3	0	0
182368	RES	591	42	40	68	39	41	68	3	0	0
182370	RES	613	37	36	60	34	36	60	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
182375	RES	651	38	36	61	34	36	61	4	0	0
182379	RES	629	38	36	60	34	36	60	4	0	0
182381	RES	242	41	40	67	38	40	66	4	0	1
182382	RES	641	38	37	64	34	36	61	4	1	3
182388	RES	641	38	36	61	34	36	61	3	0	-1
182391	RES	588	38	37	61	35	37	61	4	0	0
182402	RES	291	41	39	65	37	39	65	4	0	0
182403	RES	686	37	36	59	34	36	59	3	0	0
182417	RES	436	39	37	62	35	37	62	4	0	0
182420	RES	353	40	39	64	37	39	64	4	0	0
182421	RES	495	40	38	61	36	38	62	3	0	0
182422	RES	583	42	40	67	39	41	68	3	0	0
182423	RES	722	37	36	61	34	36	61	4	0	0
182426	RES	977	35	33	56	31	33	56	4	0	0
182428	RES	760	36	35	58	33	35	58	4	0	0
182431	RES	753	36	35	58	33	35	58	3	0	0
182432	RES	268	40	38	64	36	38	65	4	0	-1
182437	RES	523	37	35	59	33	35	59	4	0	0
182441	RES	734	37	35	60	33	35	60	4	0	0
182442	RES	906	37	35	58	34	35	58	4	0	0
182456	RES	649	36	35	59	33	35	59	4	0	0
182458	RES	925	35	33	57	31	33	57	4	0	0
182459	RES	343	41	40	63	38	40	64	3	0	-1
182461	RES	781	37	35	58	33	35	58	4	0	0
182464	RES	535	37	36	59	34	36	58	4	0	0
182468	RES	440	38	37	62	35	37	62	4	0	-1
182469	RES	947	34	32	57	30	32	55	4	0	2
182470	RES	787	37	35	58	33	35	58	4	0	0
182473	OED	141	47	45	80	44	46	81	3	-1	-1
182475	RES	501	39	38	62	36	38	63	3	0	-1
182477	RES	957	35	33	56	31	33	56	4	0	1
182478	RES	845	37	35	58	33	35	59	3	0	0
182480	RES	981	33	31	55	29	31	55	4	0	0
182481	RES	843	37	35	59	33	35	59	4	0	0
182488	RES	286	40	38	64	36	38	63	4	0	0
182491	RES	808	37	35	60	33	35	60	4	0	0
182499	RES	639	37	35	59	33	35	60	4	0	0
182504	RES	341	41	40	64	38	40	65	3	0	-1
182507	RES	543	38	37	60	35	37	60	4	0	0
182511	RES	435	39	38	62	36	37	62	4	0	0
182517	RES	497	40	38	62	37	39	62	3	0	0
182523	RES	570	38	37	60	34	36	60	4	0	0
182529	RES	577	38	36	61	34	36	60	4	0	1
182533	RES	597	39	37	61	35	37	61	4	0	0
182547	RES	293	40	38	64	36	38	65	4	0	0
182549	RES	659	37	35	59	33	35	58	4	0	1
182550	RES	352	42	40	64	38	40	65	3	0	0
182553	OOA	210	47	46	75	44	46	76	3	0	0
182554	RES	443	40	38	62	36	38	62	4	0	0
182557	RES	622	38	37	61	35	36	60	4	0	0
182559	RES	858	35	34	57	31	33	57	4	0	0
182573	RES	633	38	36	62	34	36	62	4	0	0
182584	RES	644	38	36	60	34	36	60	4	0	0
182587	RES	748	37	35	58	33	35	58	4	0	0
182589	RES	362	42	40	64	38	40	64	3	0	-1
182590	RES	694	38	36	60	34	36	60	4	0	0
182591	RES	302	39	38	64	36	38	64	4	0	0
182593	OED	34	64	63	93	59	61	94	5	2	-1
182595	RES	451	39	38	63	36	38	63	4	0	0
182597	RES	511	39	37	61	35	37	61	4	0	0
182599	RES	272	43	42	67	40	42	69	3	0	-1
182608	RES	722	36	35	59	33	35	57	4	0	1
182609	RES	765	36	35	59	33	35	57	4	0	2
182613	RES	784	37	35	59	33	35	57	4	0	2
182615	RES	822	35	34	57	32	34	57	4	0	0
182620	RES	828	37	35	59	33	35	58	4	0	0
182625	RES	794	37	35	59	33	35	58	4	0	2
182634	RES	521	39	37	61	35	37	61	4	0	0
182635	RES	557	38	36	60	34	36	60	4	0	0
182636	RES	456	37	35	60	33	35	60	4	0	0
182637	RES	812	36	34	58	32	34	57	4	0	1
182638	RES	542	38	36	60	34	36	59	4	0	0
182646	RES	304	39	38	63	36	38	63	4	0	0
182654	RES	571	38	36	61	34	36	60	4	0	0
182656	RES	848	36	34	58	32	34	58	4	0	0
182659	RES	588	38	36	61	34	36	61	4	0	-1
182661	OOA	178	47	46	76	44	46	77	3	0	0
182662	RES	602	38	36	61	34	36	61	4	0	1
182668	RES	652	38	36	61	34	36	60	4	0	1
182670	RES	521	39	37	62	35	37	63	3	0	0
182671	RES	622	38	36	61	34	36	60	4	0	1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
182675	RES	454	38	36	61	34	36	61	4	0	0
182676	RES	361	41	39	64	37	39	64	3	0	0
182678	RES	632	38	36	61	34	36	60	4	0	1
182681	RES	376	39	38	64	36	38	64	4	0	0
182686	RES	415	40	38	63	36	38	64	4	0	0
182688	RES	405	40	38	62	36	38	61	4	0	1
182692	RES	712	37	35	60	33	35	58	4	0	1
182694	RES	391	40	38	62	36	38	63	4	0	0
182701	RES	700	38	37	60	35	37	60	4	0	0
182704	RES	723	37	35	60	33	35	60	4	0	0
182715	RES	669	36	35	59	33	35	58	3	0	1
182717	RES	520	39	37	61	35	37	60	4	0	1
182725	RES	463	40	38	62	36	38	61	4	0	1
182736	RES	729	37	35	60	33	35	59	4	0	1
182737	OED	932	37	35	59	33	35	59	3	0	0
182738	RES	757	36	35	59	32	34	57	4	0	2
182752	RES	772	36	34	58	32	34	57	4	0	1
182753	RES	667	37	36	61	33	35	61	4	0	0
182761	RES	524	39	38	61	36	38	61	4	0	0
182763	RES	807	36	34	57	32	34	57	4	0	1
182767	RES	842	35	34	57	32	34	58	4	0	0
182771	RES	800	36	34	58	32	34	58	4	0	0
182774	RES	832	35	34	58	32	34	58	4	0	0
182784	RES	583	38	36	60	34	36	60	4	0	1
182785	RES	878	36	35	57	33	35	57	4	0	0
182787	RES	570	38	36	60	34	36	60	4	0	1
182789	RES	263	42	41	68	39	41	68	4	0	0
182791	RES	238	44	42	71	40	42	72	3	0	-1
182797	RES	558	39	37	61	35	37	59	4	0	2
182806	RES	525	40	38	61	36	38	61	4	0	0
182810	OED	66	65	64	94	59	61	94	6	3	-1
182811	RES	589	37	36	61	34	36	60	4	0	0
182821	RES	275	42	40	66	39	41	66	3	0	0
182826	RES	297	41	40	65	38	40	64	4	0	1
182827	RES	617	38	36	61	34	36	61	4	0	0
182829	RES	627	37	36	60	34	36	60	4	0	0
182836	RES	659	37	35	59	33	35	59	4	0	0
182850	RES	647	37	36	59	33	35	59	4	0	0
182852	RES	875	35	33	56	31	33	55	4	0	2
182853	RES	250	43	42	73	40	42	74	3	0	-1
182866	RES	717	38	37	60	35	37	59	4	0	1
182873	RES	387	41	39	63	37	39	63	4	0	0
182874	RES	725	36	35	60	33	35	60	4	0	0
182876	RES	756	37	35	60	33	35	59	4	0	1
182878	RES	333	41	39	64	37	39	64	4	0	0
182885	RES	401	39	37	63	35	37	62	4	0	1
182895	RES	413	39	37	62	35	37	62	4	0	1
182896	RES	765	37	35	60	33	35	58	4	0	2
182900	RES	417	40	38	62	36	38	61	4	0	1
182905	RES	250	43	41	73	39	41	74	3	0	-1
182906	RES	880	34	32	56	30	32	55	4	0	1
182910	RES	797	35	33	57	31	33	56	4	0	1
182914	RES	270	41	39	65	37	38	64	4	0	1
182915	RES	852	35	34	57	32	33	56	4	0	1
182917	RES	453	40	38	63	36	38	62	4	0	0
182918	RES	801	36	34	58	32	34	56	4	0	2
182919	RES	782	35	34	58	32	34	57	4	0	1
182920	RES	543	39	37	61	35	37	61	4	0	1
182922	RES	279	41	39	65	37	39	65	4	0	0
182932	RES	824	36	34	58	32	34	56	4	0	2
182935	RES	395	40	38	63	36	38	63	4	0	0
182936	RES	843	36	34	57	32	34	56	4	0	1
182945	RES	885	33	31	55	29	31	55	4	0	1
182946	RES	491	40	38	63	36	38	63	4	0	0
182955	RES	546	39	38	62	35	37	61	4	0	0
182956	RES	597	37	36	61	34	36	61	4	0	0
182968	RES	589	37	36	60	33	35	60	4	0	0
182986	RES	877	36	34	59	32	34	56	4	0	3
182995	RES	611	37	36	61	33	35	58	4	0	3
183001	RES	555	39	38	62	36	38	61	4	0	1
183009	RES	655	38	36	61	34	36	61	4	0	1
183021	RES	692	36	34	59	32	34	59	4	0	1
183026	RES	682	37	36	60	34	36	60	4	0	0
183040	RES	556	39	37	61	36	37	60	4	0	0
183041	RES	707	37	35	59	33	35	59	4	0	1
183042	RES	744	36	35	59	33	35	58	4	0	0
183044	RES	729	36	35	59	33	35	58	4	0	1
183057	OED	209	55	53	82	51	53	82	4	0	0
183065	RES	780	36	35	59	33	35	58	3	0	1
183097	RES	906	35	34	57	31	33	57	4	0	0
183111	RES	862	36	34	57	32	34	57	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
183112	RES	754	36	34	59	32	34	59	4	0	0
183128	RES	806	36	34	59	32	34	59	4	0	0
183130	RES	888	35	33	57	31	33	56	4	0	1
183151	RES	823	34	32	57	30	32	55	4	0	3
183158	RES	906	32	31	55	29	31	53	4	0	2

Table E2: Culcairn Yard clearances, Henty Yard clearances and Yerong Creek Yard clearances

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
1000504	RES	205	55	54	81	52	54	81	3	0	0
1000891	RES	132	55	54	83	52	54	83	3	0	0
1000894	RES	512	52	50	76	48	50	75	3	0	1
198690	RES	408	44	42	68	40	42	68	4	1	0
198694	RES	386	43	42	70	39	41	70	4	1	0
198696	RES	365	43	42	69	39	41	69	4	1	0
198702	RES	323	46	45	71	42	44	71	4	1	0
198708	RES	352	46	44	73	42	44	73	4	1	0
198713	RES	279	46	45	72	42	44	72	4	1	0
198724	RES	231	50	49	75	46	48	75	4	1	0
198734	RES	456	44	42	67	40	41	67	4	1	0
198736	RES	178	52	51	78	48	50	78	4	1	0
198749	RES	53	66	64	91	62	64	91	4	1	0
198752	RES	141	59	57	84	55	57	84	4	1	0
198754	RES	287	48	47	72	44	46	73	4	1	0
198776	RES	52	65	64	90	61	63	90	4	1	0
198780	RES	121	63	61	88	59	61	88	4	1	0
198781	RES	383	43	42	71	39	41	72	4	1	0
198782	RES	405	44	43	73	40	42	73	4	1	0
198783	RES	430	44	42	68	40	42	69	4	1	0
198784	RES	474	41	40	66	37	39	66	4	1	0
198785	RES	456	41	40	66	38	40	66	4	1	0
198788	RES	514	42	40	66	38	40	66	4	1	0
198789	RES	111	56	55	82	52	54	81	4	1	0
198790	RES	520	44	43	71	40	42	72	4	1	0
198792	RES	498	42	41	66	38	40	67	4	1	0
198793	RES	37	67	66	92	63	65	93	4	1	0
198794	RES	576	41	40	65	37	39	65	4	1	0
198795	RES	350	46	44	72	42	44	72	4	0	0
198797	RES	143	50	48	75	45	48	75	4	1	-1
198800	RES	178	48	47	73	45	46	73	4	1	0
198801	RES	158	49	48	74	45	47	75	4	1	-1
198803	RES	192	47	46	72	43	45	72	4	1	0
198804	RES	329	46	45	72	42	44	72	4	0	0
198806	RES	290	48	47	74	45	47	74	4	0	0
198809	RES	308	46	45	72	42	44	72	4	0	0
198810	RES	98	57	56	82	53	55	83	4	1	0
198812	RES	226	47	46	72	43	45	72	4	0	0
198815	RES	570	44	42	68	40	42	68	4	1	-1
198816	RES	38	67	65	92	63	65	92	4	1	0
198817	RES	234	47	45	71	43	45	71	4	1	0
198819	RES	97	63	61	88	59	61	88	4	1	0
198821	RES	213	46	45	71	42	44	71	4	1	0
198822	RES	273	45	44	70	41	43	70	4	1	0
198824	RES	246	45	44	70	41	43	70	4	0	-1
198825	RES	177	54	52	79	50	52	80	3	0	-1
198827	RES	200	51	50	76	47	50	77	4	0	0
198831	RES	573	43	42	67	39	41	67	4	1	0
198837	RES	416	44	43	72	40	42	72	4	1	0
198838	RES	40	67	66	93	63	65	93	4	0	0
198840	OOP	354	44	43	69	40	42	69	4	1	0
198843	RES	352	47	46	72	43	45	72	4	1	0
198844	RES	95	58	56	83	54	56	84	3	0	-1
198847	OOP	375	42	41	68	39	41	68	4	1	0
198848	RES	564	44	43	67	40	42	67	4	1	0
198852	OOA	442	42	41	66	38	40	67	4	0	0
198853	RES	361	47	46	72	43	45	72	4	1	-1
198860	RES	295	48	47	72	44	46	73	4	1	-1
198863	RES	428	44	42	73	40	42	73	4	1	0
198866	RES	92	60	59	85	57	59	87	3	0	-2
198867	RES	561	44	42	67	40	42	68	4	1	-1
198868	RES	347	44	43	76	40	42	76	4	1	0
198869	RES	224	53	52	78	49	51	79	4	1	-1
198870	RES	137	55	54	80	53	55	83	3	-1	-3
198873	RES	114	56	55	81	53	55	83	3	0	-2
198875	RES	256	46	44	70	42	44	70	4	1	0
198876	RES	532	42	41	71	38	40	71	4	1	0
198877	RES	193	48	46	73	45	46	75	3	0	-2
198878	RES	305	45	44	75	41	43	75	4	1	0
198879	RES	183	46	44	72	42	44	72	4	1	0
198880	OOP	327	44	42	68	40	42	69	4	0	-1
198883	RES	559	44	42	66	40	42	66	4	1	0
198884	RES	154	54	52	79	51	53	81	3	-1	-2
198886	RES	236	47	46	72	44	47	74	3	-1	-2
198887	RES	215	49	48	74	47	49	77	3	-1	-3
198890	RES	227	51	50	76	47	49	77	4	0	0
198892	OOP	362	44	43	69	41	44	71	3	0	-2
198895	OOA	412	45	44	70	42	45	72	3	-1	-2
198898	RES	179	53	51	78	50	52	80	3	0	-2
198904	RES	557	43	41	66	39	41	66	4	0	0
198905	RES	357	44	43	70	40	42	70	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
198909	RES	190	52	51	77	49	51	78	4	0	-1
198912	RES	309	45	43	73	41	43	73	4	1	0
198913	OOA	460	45	43	69	42	43	71	3	0	-2
198915	RES	238	47	46	78	44	45	78	4	1	0
198916	RES	372	44	43	76	40	42	76	4	1	0
198918	RES	105	53	52	79	50	52	81	3	0	-2
198919	RES	129	50	49	75	47	48	76	3	0	-2
198920	RES	171	51	50	76	47	49	77	4	1	0
198922	RES	146	50	49	75	46	49	75	4	0	0
198924	RES	245	47	45	79	43	45	79	4	0	0
198925	RES	544	44	43	67	40	42	68	4	0	-1
198926	RES	209	48	46	72	44	47	74	3	0	-2
198927	RES	374	44	43	70	40	42	70	4	1	0
198928	RES	163	47	46	72	43	46	73	4	0	0
198929	RES	186	48	46	73	44	46	74	3	0	-1
198931	RES	226	47	46	72	44	46	73	4	0	-1
198932	RES	309	46	45	71	42	44	71	4	0	0
198933	RES	636	41	40	65	37	39	65	4	1	0
198936	OOP	44	68	67	93	65	67	95	3	0	-2
198937	RES	323	46	45	76	42	44	76	4	0	0
198940	RES	186	50	49	83	47	49	83	3	0	0
198942	RES	236	48	46	77	44	46	77	4	0	0
198944	RES	243	45	44	70	41	44	70	4	0	-1
198946	RES	452	43	42	68	39	41	68	4	1	0
198949	RES	287	46	45	70	42	44	71	4	1	0
198950	RES	374	45	43	73	41	43	73	4	1	0
198953	RES	327	46	45	74	42	44	74	4	1	0
198956	RES	333	43	42	68	39	41	68	4	1	0
198958	RES	353	41	40	66	38	40	67	3	0	0
198960	RES	372	42	40	66	38	40	66	4	0	0
198961	RES	392	43	41	67	39	41	67	4	1	0
198962	RES	239	46	45	73	43	45	73	4	1	0
198965	RES	435	42	41	66	38	40	66	4	1	0
198967	RES	378	46	45	73	42	44	73	4	1	0
198968	RES	327	46	45	75	42	44	75	4	1	0
198969	RES	411	42	41	67	39	41	67	4	1	0
198974	RES	251	44	43	73	40	42	73	4	1	0
198975	RES	193	51	50	83	47	49	83	4	1	0
198979	RES	74	64	62	89	60	62	90	4	0	-1
198982	RES	132	55	54	80	51	53	81	4	1	0
198983	RES	522	44	42	69	40	42	69	4	1	0
198988	RES	549	42	41	66	38	40	66	4	1	0
198992	RES	94	58	57	84	54	56	83	4	1	0
198995	RES	247	50	49	85	46	48	85	4	0	0
198997	RES	114	57	56	82	53	55	82	4	1	0
198999	RES	301	46	45	73	42	44	73	4	1	0
199000	RES	182	56	54	87	52	54	87	4	1	0
199002	RES	445	43	42	67	39	41	67	4	1	0
199003	RES	469	46	45	70	42	44	71	4	1	0
199007	RES	147	54	53	80	51	52	80	4	1	-1
199009	RES	166	46	45	71	43	44	72	4	1	0
199010	RES	656	41	39	64	37	39	64	4	1	0
199012	RES	605	42	40	70	38	40	70	4	1	0
199015	RES	438	46	44	71	42	44	71	4	1	0
199017	RES	333	43	42	67	39	41	67	4	1	0
199020	RES	420	46	44	70	42	44	71	4	1	0
199022	RES	401	48	46	72	44	45	73	4	1	0
199023	RES	201	51	49	76	47	49	76	4	1	0
199030	RES	270	49	48	74	45	47	74	4	1	0
199031	RES	194	56	55	81	52	54	82	4	1	0
199032	RES	384	48	47	72	44	46	72	4	1	0
199034	RES	345	47	45	71	43	45	71	4	1	0
199037	RES	333	46	45	70	42	44	70	4	1	0
199038	RES	318	44	43	69	40	42	69	4	1	0
199039	RES	396	44	42	69	40	42	69	4	1	0
199040	RES	303	47	46	71	43	45	72	4	1	0
199041	RES	291	47	45	74	43	45	74	4	1	0
199043	RES	103	57	56	82	53	55	82	4	1	0
199044	RES	443	44	42	70	40	42	70	4	1	0
199046	RES	526	47	45	72	43	44	72	4	1	0
199048	RES	479	49	48	74	45	47	74	4	1	0
199049	RES	644	41	40	64	37	39	64	4	1	0
199050	RES	271	49	47	74	45	47	74	4	1	0
199054	RES	248	50	49	77	46	48	78	4	1	0
199055	RES	175	52	50	77	48	50	77	4	1	0
199057	RES	120	49	48	74	45	47	74	4	1	0
199059	RES	194	46	44	71	42	44	71	4	1	0
199060	RES	202	49	48	78	45	48	78	4	0	0
199062	RES	68	65	64	90	61	63	90	4	1	0
199064	RES	192	53	52	85	50	51	85	4	1	0
199065	RES	575	43	42	68	39	41	68	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
199066	RES	268	49	48	74	45	47	74	4	1	0
199069	RES	165	54	52	87	50	52	87	4	1	0
199070	RES	149	59	58	91	55	57	91	4	1	0
199072	RES	609	42	41	67	38	40	67	4	1	0
199074	RES	207	46	45	70	42	44	71	4	0	0
199076	RES	339	48	47	75	44	46	76	4	1	0
199077	RES	637	41	40	65	37	39	65	4	1	0
199079	RES	312	49	47	75	44	46	75	4	1	0
199080	RES	117	54	52	79	49	51	79	4	1	-1
199081	RES	140	49	48	74	45	47	75	4	1	-1
199083	RES	294	48	47	74	44	46	74	4	1	0
199085	RES	198	47	45	71	43	45	72	4	1	0
199086	RES	393	50	49	75	46	48	75	4	1	0
199089	RES	491	45	43	68	41	43	68	4	1	0
199091	RES	241	48	47	78	44	46	78	4	1	0
199095	RES	216	52	51	85	48	50	85	4	1	0
199103	RES	187	55	53	87	51	53	87	4	1	0
199105	OED	540	43	41	67	39	41	67	4	1	0
199111	RES	488	44	43	68	40	42	68	4	1	0
199112	OED	573	42	40	66	38	40	66	4	1	0
199115	RES	202	49	47	74	45	47	74	4	1	0
199118	RES	149	57	56	90	54	56	90	4	1	0
199119	OED	341	46	45	74	42	44	74	4	1	0
199120	RES	118	60	59	90	56	58	90	4	1	0
199122	RES	263	51	50	76	47	49	77	4	1	0
199126	OED	353	46	44	71	42	44	71	4	1	0
199127	RES	597	43	41	67	39	41	66	4	1	0
199128	RES	489	45	44	68	41	43	69	4	1	0
199131	RES	618	43	42	67	39	41	67	4	1	0
199132	OED	417	42	41	67	38	40	67	4	1	0
199135	RES	200	53	52	83	49	51	83	4	1	0
199139	OED	554	39	39	63	35	38	63	4	1	0
199144	OED	538	43	42	67	39	41	67	4	1	0
199146	RES	477	45	43	68	41	43	68	4	1	0
199156	RES	138	55	54	88	51	53	88	4	1	0
199161	RES	195	52	50	80	48	50	80	4	1	0
199166	RES	470	46	45	70	42	44	70	4	1	0
199168	RES	612	44	43	69	40	42	69	4	1	0
199171	RES	237	54	52	79	50	52	79	4	1	0
199173	RES	71	66	65	94	62	64	94	4	1	0
199174	RES	136	58	56	89	54	56	89	4	1	0
199175	RES	199	52	50	78	48	50	78	4	1	0
199177	RES	307	46	45	72	42	45	71	4	0	0
199179	RES	258	53	52	78	49	51	78	4	1	0
199180	RES	331	46	45	71	42	44	71	4	1	0
199182	RES	289	46	45	71	42	44	71	4	1	0
199185	RES	128	58	57	87	54	56	87	4	1	0
199188	OED	562	44	43	69	40	43	69	4	1	1
199189	RES	189	51	49	79	47	49	79	4	1	0
199190	RES	367	46	45	71	42	44	71	4	1	0
199191	RES	466	46	45	71	42	44	70	4	1	0
199192	RES	250	56	55	81	52	54	81	4	1	0
199193	RES	408	47	45	72	43	45	72	4	1	0
199194	RES	71	67	65	97	62	64	97	4	1	0
199202	RES	141	56	55	87	52	54	87	4	1	0
199208	RES	190	51	50	79	47	50	79	4	1	0
199209	RES	473	42	41	66	38	40	66	4	1	0
199215	RES	71	67	66	97	63	65	97	4	1	0
199216	RES	243	57	55	82	53	55	82	4	1	0
199218	RES	139	54	53	79	50	52	80	4	1	0
199219	RES	199	50	48	78	46	48	78	4	1	0
199220	RES	455	45	44	70	41	43	70	4	1	0
199221	RES	274	49	48	74	45	47	74	4	1	0
199228	RES	136	55	54	80	51	53	80	4	1	0
199231	RES	188	52	51	77	48	50	77	4	1	0
199603	RES	472	51	50	76	48	50	76	3	0	0
199605	RES	435	51	50	79	48	50	79	3	0	0
199609	RES	353	53	52	79	50	52	78	3	0	0
199611	RES	320	55	54	82	52	54	82	3	0	0
199616	RES	102	62	61	89	59	61	89	3	0	0
199617	RES	256	56	55	84	53	55	84	3	0	0
199618	RES	218	57	56	85	54	56	85	3	0	0
199619	RES	137	58	57	84	54	56	83	3	0	0
199621	RES	116	60	58	90	56	58	90	3	0	0
199628	RES	94	63	62	91	59	61	91	3	0	0
199635	RES	354	52	51	77	49	51	76	3	0	1
199638	RES	465	51	50	76	48	50	73	3	0	3
199639	RES	250	55	53	80	51	53	79	3	0	1
199641	RES	549	51	49	75	48	49	73	3	0	3
199651	RES	285	54	52	79	50	52	80	3	0	-1
199653	RES	414	52	51	77	49	51	75	3	0	2

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
199655	RES	86	63	62	93	60	62	93	3	0	0
199663	RES	309	53	52	83	50	52	83	3	0	0
199664	RES	339	51	50	77	48	50	77	3	0	0
199666	RES	314	52	50	78	49	51	77	3	0	0
199669	RES	293	53	52	79	50	52	79	3	0	0
199670	RES	251	53	51	79	50	52	79	3	0	0
199673	RES	234	54	53	84	51	53	84	3	0	0
199674	RES	203	56	55	85	53	55	85	3	0	0
199675	OHO	171	58	57	86	55	57	86	3	0	0
199676	OOA	676	50	49	74	47	49	71	3	0	4
199677	OOA	622	51	49	75	47	49	73	3	0	2
199681	RES	472	51	50	78	48	50	78	3	0	0
199682	OOA	633	50	49	75	47	49	70	3	0	4
199683	RES	401	52	51	77	49	51	76	3	0	1
199685	RES	321	53	52	81	50	52	81	3	0	0
199686	RES	354	50	49	77	47	49	77	3	0	0
199691	RES	270	53	52	82	50	52	82	3	0	0
199692	RES	282	51	50	80	48	50	80	3	0	0
199695	OOA	665	51	49	75	47	49	71	3	0	5
199698	OOA	528	52	50	77	48	50	77	3	0	0
199700	RES	243	55	54	83	51	53	83	3	0	0
199702	RES	204	55	54	84	52	54	84	3	0	0
199704	RES	189	56	55	82	52	55	81	3	0	1
199705	RES	159	58	57	84	55	57	83	3	0	1
199706	OOA	683	51	49	76	47	49	70	3	0	5
199709	RES	216	54	53	80	51	53	80	3	0	0
199715	RES	267	54	52	78	50	52	78	3	0	0
199717	RES	77	64	62	91	61	63	91	3	0	0
199719	OED	115	62	61	92	59	61	92	3	0	0
199723	OOA	700	46	45	70	43	45	67	3	0	3
199724	OOA	679	51	49	76	47	49	72	3	0	4
199725	RES	83	63	62	92	60	62	92	3	0	0
199727	OOA	680	49	48	74	46	48	69	3	0	5
199728	RES	405	52	51	78	49	51	77	3	0	1
199729	RES	197	56	55	85	53	55	85	3	0	0
199730	OOA	678	50	48	74	46	48	69	3	0	5
199733	RES	473	52	50	77	48	50	75	3	0	1
199734	RES	421	50	49	77	47	49	77	3	0	0
199735	OOA	678	50	49	76	47	49	70	3	0	6
199736	OOA	659	51	49	76	47	49	70	3	0	6
199737	RES	399	53	52	80	50	52	80	3	0	0
199740	RES	305	53	51	80	50	52	80	3	0	0
199742	RES	260	55	54	84	52	54	84	3	0	0
199745	RES	219	55	54	83	52	54	83	3	0	0
199749	RES	183	55	54	83	52	54	83	3	0	0
199750	RES	153	58	56	88	54	56	88	3	0	0
199752	RES	159	58	56	86	54	56	86	3	0	0
199753	RES	90	63	62	94	60	62	94	3	0	0
199754	RES	110	61	60	90	57	59	90	4	0	0
199768	RES	340	52	51	81	49	51	81	3	0	0
199773	RES	67	64	63	92	61	63	92	4	0	0
199774	RES	630	49	48	74	46	48	70	3	0	4
199776	RES	644	49	47	74	45	47	71	3	0	3
199778	RES	665	50	48	75	46	48	71	3	0	3
199779	RES	715	50	49	74	47	49	69	3	0	5
199780	RES	223	55	53	84	51	53	84	3	0	0
199786	RES	201	57	55	83	53	55	83	3	0	0
199790	RES	67	64	63	90	61	63	89	4	0	1
199792	RES	760	50	48	73	47	49	69	3	0	5
199795	RES	791	49	48	73	46	48	69	3	0	5
199798	RES	828	48	46	73	44	46	68	3	0	5
199801	RES	61	64	63	91	61	63	90	3	0	0
199804	RES	121	59	57	84	55	57	84	3	0	0
318980	RES	445	48	47	73	45	47	73	3	0	0
318990	RES	231	49	47	79	45	47	79	3	0	0
318991	RES	255	52	51	78	49	51	78	3	0	0
319003	RES	139	56	55	82	53	55	82	3	0	0
319004	RES	97	62	60	87	58	60	87	4	0	0
319005	RES	184	53	52	80	50	52	80	3	0	0
319006	RES	108	62	61	88	58	60	88	4	0	0
319010	RES	132	53	52	78	49	51	79	4	0	0
319033	RES	391	48	47	75	45	47	75	3	0	0
319034	RES	265	50	48	77	46	48	77	3	0	0
319035	RES	324	49	48	74	46	48	74	3	0	0
319038	RES	252	55	54	81	52	54	81	3	0	0
319040	RES	379	48	47	76	45	46	76	3	0	0
319041	RES	290	51	49	77	47	49	77	3	0	0
319043	RES	556	47	45	72	43	45	72	3	0	0
319044	RES	172	53	52	79	50	52	79	4	0	0
319067	RES	337	50	49	75	47	49	75	3	0	0
319068	RES	325	51	49	76	47	49	76	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
319070	RES	462	46	45	74	43	45	74	3	0	0
319071	RES	442	46	45	74	43	45	74	3	0	0
319094	RES	436	48	46	73	44	46	73	4	0	0
319110	RES	215	53	52	78	50	52	78	4	0	0
319111	RES	247	50	49	77	47	49	77	4	0	0
319127	RES	252	56	55	82	53	55	82	3	0	0
319140	RES	433	49	47	74	45	47	74	3	0	0
319151	RES	331	49	48	75	46	48	75	3	0	0
319161	RES	165	51	49	78	47	49	78	4	0	0
319167	RES	76	64	63	94	61	63	94	4	0	0
319169	RES	101	60	59	86	57	59	86	3	0	0
319191	RES	437	47	46	72	44	46	72	3	0	0
319192	RES	337	49	48	75	46	48	75	4	0	0
319196	RES	271	50	49	78	47	49	78	3	0	0
319197	RES	246	51	50	76	48	50	76	3	0	0
319204	RES	568	47	45	71	43	45	71	4	0	0
319207	RES	130	54	53	85	51	53	85	4	0	0
319216	RES	618	46	45	71	43	45	71	3	0	0
319218	RES	799	44	43	69	41	43	69	4	0	0
319219	RES	199	52	51	77	49	51	77	3	0	0
319221	RES	793	43	42	67	39	41	67	4	0	0
319236	RES	165	53	52	79	50	52	79	3	0	0
319246	RES	452	47	46	72	44	46	72	3	0	0
319247	RES	149	59	58	85	56	57	85	4	0	0
319260	RES	248	49	48	78	46	48	78	3	0	0
319261	RES	449	46	44	72	42	44	72	3	0	0
319263	RES	430	48	47	73	45	47	73	4	0	0
319264	RES	222	52	50	77	48	50	77	4	0	0
319277	RES	278	51	50	77	48	50	77	4	0	0
319278	RES	309	52	51	77	48	50	77	4	0	0
319299	RES	441	47	46	73	44	46	73	4	0	0
319300	RES	310	51	50	76	47	49	76	3	0	0
319301	RES	324	51	50	76	48	50	76	3	0	0
319302	RES	357	48	47	74	45	47	74	4	0	0
319303	RES	397	48	47	73	44	46	73	3	0	0
319308	RES	760	45	43	69	41	43	69	3	0	0
319314	RES	495	48	47	73	45	47	73	3	0	0
319315	RES	451	47	46	72	44	46	72	4	0	0
319316	RES	393	50	48	75	46	48	75	3	0	0
319317	RES	286	52	51	78	49	51	78	4	0	0
319318	RES	254	53	52	79	50	52	79	4	0	0
319319	RES	186	52	51	78	49	51	78	3	0	0
319356	RES	175	53	52	84	50	51	84	3	0	0
319361	RES	390	48	47	76	45	47	76	3	0	0
319365	RES	512	46	45	71	43	45	71	3	0	0
319367	RES	147	58	57	84	55	57	84	4	0	0
319405	RES	451	45	44	72	42	44	72	3	0	0
319432	RES	340	48	47	74	44	46	74	3	0	0
319436	RES	320	48	47	77	44	46	77	3	0	0
319437	RES	388	49	47	76	45	47	76	3	0	0
319440	RES	88	63	62	89	59	61	89	4	0	0
319441	RES	99	63	61	88	59	61	88	3	0	0
319444	RES	826	42	41	66	39	41	66	4	0	0
319447	RES	233	49	48	79	46	48	79	4	0	0
319449	RES	167	57	55	82	53	55	82	4	0	0
319452	RES	315	48	47	73	45	47	73	3	0	0
319454	RES	107	63	61	88	59	61	88	4	0	0
319455	RES	125	61	59	86	57	59	86	4	0	0
319460	RES	771	44	42	68	40	42	68	4	0	0
319461	RES	197	52	50	79	48	50	79	3	0	0
319483	RES	378	48	47	75	44	47	75	3	0	0
319484	RES	351	49	47	74	45	47	74	3	0	0
319497	RES	237	54	52	79	50	52	79	4	0	0
319505	RES	315	47	46	74	44	46	74	3	0	0
319523	RES	261	55	54	80	51	53	80	3	0	0
319524	RES	148	57	56	83	54	56	83	4	0	0
319537	RES	356	51	49	76	47	49	76	4	0	0
319538	RES	89	59	57	84	55	57	84	4	0	0
319540	RES	292	51	49	76	47	49	76	4	0	0
319550	RES	695	44	43	70	41	43	70	3	0	0
319566	RES	384	49	48	74	45	47	74	3	0	0
319567	RES	464	47	46	72	44	46	72	3	0	0
319571	RES	340	50	49	76	47	49	76	3	0	0
319572	RES	557	47	46	72	44	46	72	3	0	0
319582	RES	265	55	54	81	52	54	81	3	0	0
319585	RES	290	51	50	76	48	49	76	3	0	0
319586	RES	646	43	42	70	40	42	70	4	0	0
319593	RES	84	63	61	88	59	61	88	4	0	0
319594	RES	283	51	49	77	47	49	77	3	0	0
319603	RES	455	46	44	71	42	44	71	4	0	0
319631	RES	599	46	45	71	43	45	71	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
319635	RES	501	45	44	71	42	44	71	3	0	0
319637	RES	246	53	52	78	49	51	78	4	0	0
319638	RES	176	56	54	81	52	54	81	4	0	0
319693	RES	401	49	47	74	45	47	74	3	0	0
319694	RES	80	63	62	89	59	61	89	4	0	0
319698	RES	308	51	50	76	48	50	76	4	0	0
319699	RES	143	57	56	83	54	56	83	4	0	0
319713	RES	385	49	47	74	45	47	74	4	0	0
319714	RES	381	48	47	74	45	47	74	3	0	0
319729	RES	342	49	48	74	46	48	74	4	0	0
319735	RES	472	46	45	73	43	45	73	4	0	0
319748	RES	399	49	48	74	46	48	74	4	0	0
319749	RES	248	52	50	77	48	50	77	3	0	0
319789	RES	161	53	52	79	50	52	79	4	0	0
319798	RES	372	48	47	76	45	47	76	3	0	0
319802	RES	421	49	47	74	45	47	74	4	0	0
319803	RES	449	44	43	74	40	42	74	3	0	0
319804	RES	252	49	48	74	46	48	74	4	0	0
319818	RES	111	61	60	91	58	60	91	4	0	0
319824	RES	228	52	51	78	49	51	78	4	0	0
320194	RES	175	51	50	77	48	50	78	4	0	-1
320195	RES	139	53	52	78	50	52	78	3	0	0
320209	RES	368	50	48	75	46	48	75	3	0	0
320210	RES	290	49	48	74	46	48	74	3	0	0
320213	RES	484	46	45	72	43	45	72	3	0	0
320221	RES	280	51	49	77	47	49	77	3	0	0
320235	RES	179	50	49	78	47	49	78	3	0	0
320255	RES	207	53	52	78	50	52	78	3	0	0
320263	RES	222	52	51	85	49	51	85	3	0	0
320274	RES	264	55	53	80	51	53	80	3	0	0
320277	RES	98	62	61	88	59	61	88	3	0	0
320288	RES	392	46	44	71	42	44	71	3	0	0
320290	RES	47	65	64	91	62	64	91	3	0	0
320293	RES	392	47	45	74	43	45	74	3	0	0
320294	RES	439	49	47	74	45	47	74	3	0	0
320313	RES	431	45	44	70	42	44	70	3	0	0
320324	RES	235	54	52	79	50	52	79	4	0	0
320325	RES	203	53	52	79	50	52	79	4	0	0
320342	RES	142	57	55	82	53	55	82	4	0	0
320364	RES	278	51	49	78	47	49	78	3	0	0
320375	RES	165	54	53	85	51	53	85	3	0	0
320376	RES	199	52	51	83	49	51	83	3	0	0
320377	RES	224	52	51	78	49	51	78	3	0	0
320397	RES	279	51	50	77	48	50	77	3	0	0
320401	RES	393	49	47	74	45	47	74	4	0	0
320402	RES	84	59	58	84	56	58	84	3	0	0
320403	RES	88	61	59	86	57	59	86	3	0	0
320417	RES	425	48	46	73	44	46	73	4	0	0
320427	RES	311	49	48	75	46	48	75	4	0	0
320437	RES	383	48	47	74	45	47	74	3	0	0
320440	RES	304	51	50	76	48	50	76	4	0	0
320441	RES	125	55	54	80	52	54	80	3	0	0
320442	RES	139	55	53	86	51	53	86	4	0	0
320444	RES	589	44	43	71	41	43	71	4	0	0
320450	RES	307	50	48	75	46	48	75	3	0	0
320451	RES	312	52	51	78	49	51	78	3	0	0
320466	RES	291	53	52	79	50	52	79	4	0	0
320470	RES	218	54	53	80	51	53	80	4	0	0
320471	RES	148	51	50	77	48	50	77	4	0	0
320479	RES	381	49	48	74	46	48	74	3	0	0
320483	RES	382	49	48	74	45	47	74	3	0	0
320489	RES	340	50	49	75	47	49	75	3	0	0
320491	RES	357	50	48	76	46	48	76	3	0	0
320497	RES	160	56	55	82	53	54	82	4	0	0
320506	RES	341	50	49	75	47	49	75	3	0	0
320507	RES	378	49	48	74	46	48	74	4	0	0
320514	RES	248	51	49	77	47	49	77	4	0	0
320516	RES	219	54	53	79	50	52	79	3	0	0
320518	RES	255	51	49	76	47	49	76	3	0	0
320519	RES	554	46	45	72	43	45	72	4	0	0
320530	RES	316	48	47	77	45	47	77	3	0	0
320535	RES	444	47	46	73	44	46	73	4	0	0
320536	RES	473	48	47	73	44	46	73	3	0	0
320538	RES	460	49	47	74	45	47	74	3	0	0
320549	RES	213	51	50	81	48	50	81	3	0	0
320550	RES	224	51	49	79	47	49	79	3	0	0
320565	RES	125	58	57	84	55	57	84	3	0	0
320577	RES	392	48	46	76	44	46	76	3	0	0
320578	RES	255	49	48	76	46	48	76	3	0	0
320587	RES	335	50	49	75	47	49	75	3	0	0
320609	RES	349	49	48	75	46	48	75	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
320610	RES	374	48	47	73	45	47	73	3	0	0
320611	RES	418	49	47	74	45	47	74	3	0	0
320612	RES	439	50	48	74	46	48	74	3	0	0
320613	RES	84	62	60	87	58	60	87	4	0	0
320614	RES	369	49	47	75	45	47	75	3	0	0
320615	RES	86	60	58	85	56	58	85	4	0	0
320623	RES	336	50	48	75	46	48	75	3	0	0
320628	RES	363	49	48	74	46	47	74	3	0	0
320633	OED	361	51	49	76	47	49	76	3	0	0
320660	RES	434	47	45	75	43	45	75	3	0	0
320662	RES	437	45	44	70	42	44	70	3	0	0
320664	RES	169	57	55	82	53	55	82	4	0	0
320670	RES	615	44	42	68	40	42	69	3	0	0
320671	RES	558	46	44	72	42	44	72	3	0	0
320683	RES	206	51	49	82	47	49	82	3	0	0
320714	RES	436	45	43	71	41	43	71	3	0	0
320715	RES	398	48	46	74	44	46	74	4	0	0
320735	RES	445	47	46	74	44	46	74	3	0	0
320736	RES	447	49	48	74	45	47	74	3	0	0
320764	RES	686	46	45	71	43	45	71	4	0	0
320824	RES	735	45	43	68	41	43	68	3	0	0
320846	RES	672	46	45	71	43	45	71	3	0	0
320866	RES	302	51	50	76	47	49	76	3	0	0
321306	RES	213	51	50	81	48	50	81	3	0	0
321316	RES	307	49	48	76	46	48	76	3	0	0
321317	RES	318	48	47	75	45	47	75	3	0	0
321318	RES	475	48	46	73	44	46	73	3	0	0
321319	RES	412	48	47	75	45	47	75	4	0	0
321320	RES	472	47	46	72	44	46	72	4	0	0
321337	RES	390	44	43	70	41	43	70	3	0	0
321361	RES	487	47	46	72	44	46	72	3	0	0
321373	RES	406	50	48	75	46	48	75	3	0	0
321410	RES	736	45	44	69	42	44	69	3	0	0
321411	RES	754	45	44	70	42	44	70	3	0	0
321421	RES	214	52	50	77	48	50	77	3	0	0
321427	RES	212	53	52	79	50	52	79	4	0	0
321483	RES	399	48	47	73	45	47	73	3	0	0
321485	RES	193	50	49	75	46	48	76	4	0	-1
321507	RES	450	47	45	73	43	45	73	3	0	0
321508	RES	435	46	45	73	42	44	73	3	0	0
321512	RES	274	51	49	76	47	49	76	4	0	0
321525	RES	103	61	60	88	58	60	88	3	0	0
321526	RES	107	60	59	89	57	59	89	4	0	0
321527	RES	415	46	45	74	43	45	74	3	0	0
321538	RES	460	49	47	74	45	47	74	3	0	0
321547	RES	251	48	46	79	44	46	79	3	0	0
321548	RES	419	48	46	73	44	46	73	4	0	0
321549	RES	57	65	64	91	62	64	91	4	0	0
321550	RES	118	61	60	87	57	59	87	4	0	0
321553	RES	331	49	48	77	46	48	77	3	0	0
321554	RES	400	48	46	73	44	46	73	4	0	0
321567	RES	485	47	45	71	43	45	71	4	0	0
198647	OPW	130	51	50	76	47	49	77	4	1	-1

Table E3: Uranquity Yard clearances, Pearson Street Bridge, Wagga Wagga Yard and Bomen Yard

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
1000214	RES	76	58	56	84	54	56	85	4	1	0
1000215	RES	78	59	57	85	55	57	86	4	1	0
1000216	RES	87	58	57	84	54	56	85	4	1	-1
1000217	RES	93	57	56	83	53	55	83	4	1	0
1000218	RES	106	56	55	82	52	54	82	4	1	0
1000219	RES	113	56	55	81	52	54	82	4	1	0
1000220	RES	128	54	53	80	50	52	80	4	1	0
1000221	RES	142	54	53	79	50	52	79	4	1	0
1000222	RES	155	54	53	79	50	52	79	4	1	0
1000223	RES	180	53	52	78	49	51	78	4	1	0
1000224	RES	200	53	51	77	49	51	77	4	1	0
1000225	RES	214	52	51	77	48	50	77	4	1	0
1000226	RES	249	48	47	74	45	46	74	4	1	0
1000227	RES	216	49	48	75	45	47	75	4	1	-1
1000228	RES	261	46	45	71	42	44	71	4	1	0
1000229	RES	272	46	45	70	42	44	70	4	1	0
1000230	RES	181	50	49	76	46	48	77	4	1	-1
1000231	RES	199	46	45	72	42	44	73	4	0	-2
1000232	RES	211	46	44	70	42	44	72	4	0	-1
1000234	RES	239	47	46	72	44	46	72	4	0	0
1000235	RES	260	45	43	69	41	43	69	4	1	0
1000237	RES	304	46	45	70	42	44	70	4	1	0
1000240	RES	357	47	46	72	43	45	72	4	1	0
1000254	RES	165	46	45	71	42	44	72	4	1	-2
1000255	RES	172	46	45	71	42	44	72	4	0	-1
1000256	RES	141	51	49	79	47	49	79	4	1	0
1000257	RES	117	54	53	81	50	52	81	4	1	0
1000258	RES	126	52	51	79	48	50	79	4	1	0
1000453	RES	506	47	45	71	43	45	71	3	0	0
1000481	RES	130	61	60	86	58	60	86	4	0	0
1000482	RES	130	51	50	77	47	49	78	3	0	-1
1000483	RES	88	57	55	83	53	55	84	4	0	-1
1000484	RES	88	55	54	83	51	53	84	4	0	-1
201358	RES	1559	35	34	58	31	33	58	4	0	0
207178	RES	986	38	37	62	34	36	62	4	1	0
207230	RES	986	37	36	61	33	35	61	4	1	0
207287	RES	977	37	36	61	33	35	63	4	1	-2
207440	RES	999	32	31	55	28	30	55	4	1	0
207462	RES	962	35	34	59	31	33	61	4	1	-2
207481	RES	979	38	37	62	34	36	63	4	1	0
207482	RES	993	35	34	59	31	33	60	4	1	-1
207536	RES	986	35	33	58	31	33	60	4	1	-3
207544	RES	940	36	35	59	32	34	59	4	1	0
207568	RES	997	35	34	59	31	33	62	4	1	-3
207593	RES	948	37	36	61	33	35	61	4	1	0
207619	RES	927	37	35	60	33	35	63	4	1	-2
207666	RES	965	34	33	58	30	32	60	4	1	-2
207678	RES	925	37	35	60	33	35	62	4	1	-3
207680	RES	956	39	38	63	35	37	63	4	1	0
207682	RES	1000	32	31	54	29	31	58	4	1	-4
207685	RES	955	34	32	57	30	32	57	4	1	0
207702	RES	983	33	32	56	29	31	56	4	1	-1
207719	RES	980	36	35	60	32	34	61	4	1	-1
207724	RES	903	37	36	61	33	35	61	4	1	0
207759	RES	951	34	33	57	30	32	58	4	1	-2
207777	RES	880	37	35	62	33	34	63	4	1	-1
207795	RES	984	32	31	57	28	30	59	4	1	-2
207796	RES	977	33	32	56	29	31	56	4	1	0
207800	RES	938	39	38	63	35	37	63	4	1	0
207810	RES	961	38	36	62	34	36	62	4	1	0
207839	RES	947	35	34	58	31	33	58	4	1	0
207852	RES	936	35	33	58	31	33	58	4	1	0
207863	RES	971	37	36	61	33	35	61	4	1	0
207870	RES	964	38	37	62	34	36	62	4	1	0
207889	RES	949	40	38	64	35	37	64	4	1	0
207924	RES	912	40	39	65	37	39	65	4	1	0
207928	RES	929	39	38	63	35	37	63	4	1	0
207942	RES	917	39	38	63	35	37	63	4	1	0
208095	RES	940	34	33	59	30	32	61	4	1	-2
208136	RES	1000	33	32	56	29	31	58	4	1	-2
208160	RES	909	39	37	63	35	37	63	4	1	0
208170	RES	984	33	32	55	29	31	58	4	1	-2
208171	RES	990	34	32	56	30	32	59	4	1	-3
208173	RES	979	34	32	56	30	32	58	4	1	-1
208174	RES	926	35	33	58	31	33	61	4	1	-3
208212	RES	940	35	33	58	31	33	60	4	1	-2
208220	RES	966	34	33	57	30	32	58	4	1	-1
208223	RES	960	34	32	57	30	32	58	4	1	-1
208235	RES	942	35	34	58	31	33	60	4	1	-2
208239	RES	950	35	33	58	31	33	58	4	1	0
208243	RES	873	41	40	65	37	39	65	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
208250	RES	912	34	33	58	30	32	60	4	1	-2
208253	RES	892	41	40	65	37	39	65	4	1	0
208259	RES	870	41	40	65	37	39	65	4	1	0
208268	RES	858	41	40	65	37	39	65	4	1	0
208276	RES	930	36	35	59	32	34	61	4	1	-1
208283	RES	802	42	41	66	38	40	66	4	1	0
208284	RES	789	44	43	69	40	42	69	4	1	0
208286	RES	798	43	42	68	39	41	67	4	1	0
208290	RES	787	45	44	69	41	43	69	4	1	0
208294	RES	814	39	38	63	35	37	66	4	1	-2
208295	RES	807	40	38	63	36	38	65	4	1	-2
208296	RES	827	38	37	62	34	36	64	4	1	-2
208300	RES	826	39	37	62	35	37	62	4	1	0
208309	RES	833	40	39	64	36	38	64	4	1	0
208326	RES	901	36	35	61	32	34	61	4	1	0
208345	RES	882	41	39	64	37	39	64	4	1	0
208372	RES	970	32	31	55	28	30	55	4	1	0
208398	RES	954	32	30	54	28	30	54	4	1	0
208402	RES	893	36	35	60	32	34	61	4	1	-1
208406	RES	945	32	31	55	28	30	55	4	1	0
208409	RES	949	32	31	55	28	30	55	4	1	0
208427	RES	865	40	39	64	36	38	64	4	1	0
208441	RES	930	33	32	56	29	31	56	4	1	-1
208451	RES	925	34	32	56	29	32	58	4	1	-2
208471	RES	915	34	32	57	30	32	57	4	1	0
208488	RES	874	36	35	60	32	34	61	4	1	-2
208489	RES	908	34	32	56	30	32	57	4	1	-1
208495	RES	893	38	37	62	34	36	62	4	1	0
208504	RES	907	37	36	60	33	35	61	4	1	-1
208521	RES	829	39	38	63	35	37	63	4	1	0
208563	RES	845	40	38	64	36	38	64	4	1	0
208577	RES	806	42	41	66	38	40	66	4	1	0
208580	RES	870	38	37	62	34	36	62	4	1	0
208583	RES	809	41	40	66	37	39	66	4	1	0
208589	RES	754	38	37	63	34	36	63	4	1	0
208595	RES	764	37	36	62	33	35	65	4	1	-3
208602	RES	737	45	44	70	42	44	70	4	0	0
208603	RES	877	38	37	62	34	36	62	4	1	0
208608	RES	781	38	37	62	34	36	63	4	1	-2
208609	RES	770	36	35	61	32	34	64	4	1	-3
208612	RES	774	37	36	61	34	36	64	4	1	-2
208615	RES	739	42	41	67	38	40	67	4	1	0
208634	RES	809	38	37	63	34	36	64	4	1	-1
208655	RES	894	41	39	65	37	39	65	4	1	0
208659	RES	831	40	39	64	36	38	64	4	1	0
208669	RES	912	39	38	63	35	37	63	4	1	0
208678	RES	847	36	35	61	32	34	61	4	0	0
208681	RES	906	37	35	60	33	35	60	4	1	0
208690	RES	897	41	39	65	36	38	65	4	1	0
208708	RES	862	38	37	62	34	36	62	4	1	0
208724	RES	884	40	39	64	36	38	64	4	1	0
208727	RES	799	39	38	63	35	37	63	4	1	0
208745	RES	875	40	38	64	36	38	64	4	1	0
208761	RES	756	38	37	62	34	36	65	4	1	-3
208766	RES	836	38	36	61	34	36	61	4	1	0
208767	RES	858	39	38	63	35	37	63	4	1	0
208775	RES	815	39	38	63	35	37	63	4	1	0
208795	RES	783	41	40	65	37	39	66	4	1	0
208804	RES	848	39	38	62	35	37	63	4	1	0
208807	RES	724	38	37	62	34	36	64	4	1	-2
208817	RES	714	40	39	64	36	38	64	4	1	0
208838	RES	781	38	37	61	34	36	62	4	1	-1
208845	RES	727	38	37	62	34	36	64	4	1	-2
208850	RES	821	39	37	62	34	36	62	4	1	0
208865	RES	798	41	39	65	37	39	65	4	1	0
208870	RES	738	37	36	61	33	35	63	4	1	-2
208882	RES	758	42	41	66	38	40	66	4	1	0
208910	RES	706	45	44	69	41	43	69	4	1	0
208913	RES	810	38	37	62	34	36	62	4	1	0
208914	RES	765	38	37	61	34	36	63	4	1	-1
208935	RES	860	37	35	61	32	34	62	4	1	-1
208940	RES	780	41	39	64	37	39	64	4	1	0
208943	RES	727	37	36	61	33	35	63	4	1	-3
208949	RES	709	39	37	63	35	37	65	4	1	-3
208972	RES	738	42	41	66	38	40	66	4	1	0
208974	RES	852	38	36	61	34	36	62	4	1	-1
208984	RES	835	36	35	59	32	34	59	4	1	0
208987	RES	849	38	37	62	34	36	62	4	1	0
209010	RES	797	38	37	62	34	36	62	4	1	0
209012	RES	829	37	36	61	33	35	62	4	1	-1
209020	RES	676	45	44	69	41	43	69	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
209023	RES	813	39	38	63	35	37	64	4	1	0
209041	RES	743	40	39	64	36	38	66	4	1	-1
209059	RES	771	39	38	63	35	37	63	4	1	0
209071	RES	702	40	39	64	36	38	64	4	1	0
209075	RES	696	41	39	65	36	39	65	4	1	0
209090	RES	719	43	42	67	39	41	67	4	1	0
209094	RES	788	37	36	61	33	35	61	4	1	0
209132	RES	798	40	39	64	36	39	65	4	0	0
209141	RES	656	46	45	71	42	44	71	4	1	0
209162	RES	774	39	38	63	35	37	63	4	1	0
209204	RES	741	38	37	63	34	36	64	4	1	-1
209228	RES	713	39	38	62	35	37	63	4	1	0
209230	RES	699	41	40	65	37	39	65	4	1	0
209237	RES	725	40	39	64	36	38	64	4	1	0
209281	RES	794	45	44	70	41	43	70	4	1	0
209305	RES	793	44	43	68	40	42	68	4	1	0
209314	RES	777	44	43	68	40	42	69	4	1	0
209327	RES	681	40	39	65	36	38	67	4	1	-2
209335	RES	623	46	45	71	42	44	71	4	1	0
209338	RES	767	45	43	69	41	43	69	4	1	0
209339	RES	673	40	39	64	36	38	66	4	1	-2
209342	RES	730	36	35	62	33	35	62	4	0	0
209345	RES	653	39	37	63	34	37	64	4	1	-1
209365	RES	758	45	43	69	41	43	69	4	1	0
209371	RES	643	38	37	62	34	36	63	4	1	-1
209381	RES	737	46	44	70	42	44	70	4	1	0
209383	RES	719	45	44	69	41	43	69	4	1	0
209397	RES	742	45	43	69	41	43	69	4	1	0
209414	RES	629	38	37	64	35	37	67	4	1	-3
209423	RES	624	43	42	68	39	41	68	4	1	0
209425	RES	729	45	44	69	41	43	69	4	1	0
209455	RES	708	45	44	69	41	43	69	4	1	0
209458	RES	705	46	45	70	42	44	70	4	1	0
209465	RES	705	46	45	70	42	44	71	4	1	0
209477	RES	682	46	45	70	42	44	70	4	1	0
209508	RES	667	46	45	70	42	44	70	4	1	0
209522	RES	671	47	45	71	43	44	71	4	1	0
209552	RES	656	46	45	70	42	44	71	4	1	0
209562	RES	643	46	45	71	42	44	71	4	1	0
209595	RES	625	47	45	71	43	45	71	4	1	0
209636	RES	611	47	45	71	43	45	71	4	1	0
209640	RES	598	47	46	71	43	45	71	4	1	0
209646	RES	600	47	46	71	43	45	71	4	1	0
209672	RES	576	48	46	72	44	46	72	4	1	0
209681	RES	582	47	46	71	43	45	71	4	1	0
209797	OED	638	45	44	69	41	43	69	4	1	0
210176	RES	437	48	47	72	44	46	72	4	1	0
210328	RES	410	48	46	72	44	46	72	4	1	0
210372	RES	400	49	48	74	45	47	74	4	1	0
210485	RES	347	47	46	71	43	45	71	4	1	0
210544	RES	341	51	49	75	47	49	75	4	1	0
210584	RES	389	48	47	73	44	46	73	4	1	0
210804	RES	340	50	48	74	46	48	74	4	1	0
210837	RES	287	52	50	76	48	50	76	4	1	0
210870	RES	332	50	48	74	46	48	74	4	0	0
210915	RES	986	35	33	56	30	32	56	4	1	0
210926	RES	303	49	47	73	45	47	73	4	0	0
210932	RES	976	35	33	57	31	33	57	4	1	0
210965	RES	971	34	33	57	30	32	57	4	1	0
210980	RES	960	35	34	57	31	33	58	4	1	0
211210	RES	911	35	34	57	31	33	58	4	1	-1
211215	RES	915	35	34	57	31	33	57	4	1	0
211225	RES	911	35	34	57	31	33	57	4	1	0
211230	RES	224	52	51	77	48	50	77	4	1	0
211245	RES	912	35	34	58	31	33	58	4	1	0
211258	RES	909	35	34	57	32	33	57	4	1	0
211285	RES	217	51	49	76	47	49	76	4	1	0
211372	OOP	814	45	44	67	41	43	68	4	1	0
211407	RES	827	41	40	65	37	39	65	4	1	1
211462	RES	798	46	45	69	42	44	69	4	1	0
211492	RES	836	39	38	63	35	37	63	4	1	0
211503	RES	193	53	51	77	49	51	77	4	0	0
211522	RES	850	35	34	58	31	33	59	4	1	-1
211541	RES	851	35	33	57	31	33	57	4	1	0
211566	RES	848	35	34	57	31	33	58	4	1	0
211569	RES	853	35	34	58	32	34	58	4	1	0
211576	RES	846	37	35	59	33	35	59	4	1	0
211590	RES	845	35	34	57	31	33	59	4	1	-2
211599	OOP	787	47	45	70	43	45	70	4	1	0
211631	RES	831	37	36	59	33	35	59	4	1	0
211718	RES	830	38	36	61	34	36	61	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
211729	RES	803	35	34	57	31	33	57	4	1	0
211786	RES	803	37	35	60	33	35	60	4	1	0
211827	RES	780	36	34	57	32	33	60	4	1	-3
211876	RES	787	35	34	58	31	33	61	4	1	-3
211917	RES	779	38	37	61	34	36	62	4	1	-1
211928	RES	763	38	37	59	34	36	60	4	1	0
211937	RES	782	37	36	60	33	35	62	4	1	-3
211945	RES	785	37	36	59	33	35	62	4	1	-3
211949	RES	778	38	37	60	34	36	63	4	1	-3
211950	RES	772	38	36	60	34	36	62	4	1	-2
211967	RES	783	38	37	60	34	36	63	4	1	-3
211983	OED	723	48	47	72	44	46	72	4	1	0
211994	RES	779	38	36	60	34	36	63	4	1	-3
212034	RES	746	41	40	61	37	39	61	4	1	0
212117	RES	727	41	40	63	37	39	63	4	1	0
212131	RES	741	39	38	62	35	37	62	4	1	0
212194	RES	727	38	37	62	34	36	62	4	1	0
212201	RES	711	45	44	68	41	43	68	4	1	0
212203	RES	720	37	36	59	33	35	59	4	1	0
212221	RES	716	39	38	62	35	37	62	4	1	0
212237	RES	730	40	38	63	36	38	66	4	1	-3
212256	RES	708	41	40	64	38	39	64	4	1	0
212264	RES	720	39	38	60	35	37	60	4	1	0
212265	RES	722	37	36	60	33	35	60	4	1	0
212272	RES	692	41	39	64	37	39	66	4	1	-2
212330	RES	689	46	45	69	42	44	69	4	1	0
212340	OED	662	50	49	73	46	48	73	4	1	0
212379	RES	661	49	48	72	45	47	72	4	1	0
212405	RES	674	48	47	71	44	46	71	4	1	0
212441	RES	666	49	48	73	45	47	72	4	1	0
212447	RES	679	42	41	64	38	40	64	4	1	0
212458	RES	663	42	41	66	38	40	68	4	1	-2
212460	OED	631	47	46	70	43	45	70	4	1	0
212465	RES	670	42	41	65	39	40	68	4	1	-2
212467	RES	665	42	41	65	38	40	67	4	1	-2
212509	RES	664	43	41	66	39	41	68	4	1	-2
212594	OED	596	50	49	73	46	48	73	4	1	0
212625	RES	623	50	48	73	46	47	73	4	1	0
212643	OED	594	48	47	71	44	46	71	4	1	0
212690	RES	622	45	43	65	41	43	66	4	1	0
212694	RES	616	43	42	65	39	41	65	4	1	0
212710	RES	612	42	41	63	38	40	63	4	1	0
212750	RES	608	41	40	64	37	39	65	4	1	0
212753	RES	597	50	48	73	46	47	73	4	1	0
212754	RES	612	41	39	61	37	39	63	4	1	-2
212777	RES	608	44	43	66	40	42	66	4	1	0
212780	RES	612	42	41	63	38	40	63	4	1	0
212783	RES	607	43	41	63	39	41	63	4	1	0
212820	OED	555	48	47	72	44	46	72	4	1	0
212960	OED	562	41	40	62	37	39	62	4	1	0
213029	OED	483	48	47	71	44	46	71	4	1	0
213048	OED	471	50	49	73	46	48	73	4	1	0
213089	OED	489	41	40	64	37	39	66	4	1	-3
213121	OED	442	50	49	73	46	48	73	4	1	0
213166	OED	507	45	44	67	41	43	67	4	1	0
213243	OED	461	48	47	70	44	46	70	4	1	0
213278	OED	474	45	43	67	41	43	69	4	1	-2
213366	OED	413	50	49	73	46	48	73	4	1	0
213414	RES	321	45	44	68	41	43	69	4	1	-1
213423	RES	321	44	42	67	40	42	67	4	1	0
213431	OED	397	50	49	74	46	48	73	4	1	0
213452	RES	322	45	43	68	41	43	67	4	1	1
213458	RES	313	46	45	68	42	44	68	4	1	0
213467	RES	330	45	44	68	41	43	68	4	1	0
213489	OED	401	50	48	72	46	48	72	4	1	0
213505	RES	319	45	44	69	41	43	69	4	1	0
213519	RES	305	46	45	70	42	44	71	4	1	-1
213533	RES	320	44	43	67	40	42	66	4	1	0
213539	RES	321	45	44	67	41	43	67	4	1	0
213570	RES	324	43	42	66	39	41	66	4	1	0
213609	RES	281	43	42	66	39	41	66	4	1	0
213610	RES	324	45	44	69	41	43	70	4	1	-1
213613	OED	384	47	46	69	43	45	69	4	1	0
213627	RES	395	45	44	68	42	43	69	4	1	-1
213634	RES	306	46	45	69	42	44	69	4	1	0
213643	RES	324	45	43	68	41	42	68	4	1	-1
213673	RES	280	45	44	67	41	43	67	4	1	0
213683	RES	328	45	43	69	41	43	70	4	1	-1
213696	RES	292	46	44	68	42	44	68	4	1	0
213701	RES	313	46	45	70	42	44	71	4	1	-1
213705	RES	314	46	45	70	42	44	71	4	1	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
213717	RES	251	49	47	72	45	46	72	4	1	1
213718	RES	255	48	46	71	44	45	71	4	1	1
213735	RES	375	47	46	69	43	45	70	4	1	-1
213743	RES	280	45	44	68	41	43	68	4	1	0
213758	RES	314	45	44	70	41	43	71	4	1	0
213760	RES	273	47	45	72	43	45	73	4	1	-1
213768	RES	373	47	46	69	43	45	69	4	1	-1
213777	RES	305	46	45	70	42	44	71	4	1	-1
213794	RES	294	47	45	69	42	44	71	4	1	-2
213795	RES	245	47	45	71	43	45	71	4	1	0
213800	RES	312	47	45	69	43	45	70	4	1	-1
213801	RES	244	47	46	70	43	45	70	4	1	0
213810	RES	315	48	47	70	44	46	70	4	1	0
213811	RES	316	47	46	70	43	45	69	4	1	0
213821	RES	301	46	44	70	42	44	71	4	1	-1
213822	RES	242	47	46	70	43	45	70	4	1	0
213828	RES	321	48	47	70	44	46	70	4	1	0
213831	RES	327	48	46	70	44	46	71	4	1	-1
213841	RES	289	46	45	70	42	44	71	4	1	-1
213845	RES	244	49	48	72	45	47	72	4	1	0
213860	RES	246	49	48	73	46	48	74	4	1	-1
213862	RES	245	49	48	72	45	47	72	4	1	0
213884	RES	327	47	46	69	44	45	69	4	1	-1
213885	RES	292	46	44	70	42	44	70	4	1	-1
213886	RES	272	47	46	71	43	45	72	4	1	-1
213909	RES	276	46	45	69	42	44	70	4	1	-1
213915	RES	240	48	47	74	44	46	74	4	1	-1
213917	RES	247	48	46	70	44	46	70	4	1	0
213918	RES	313	47	46	71	43	45	72	4	1	-1
213930	RES	328	43	41	71	39	41	71	4	0	0
213937	RES	244	47	46	70	43	45	70	4	1	0
213956	RES	290	45	44	68	41	43	68	4	1	0
213961	RES	261	47	46	72	43	45	73	4	1	-1
213966	RES	244	48	46	71	44	46	70	4	1	0
213968	RES	276	46	45	71	42	44	71	4	1	-1
213970	RES	314	47	46	68	44	45	69	4	1	-1
213986	RES	211	48	46	73	44	46	73	4	1	0
213989	RES	197	47	46	70	43	45	70	4	1	0
213991	RES	199	46	45	72	42	44	73	4	1	-1
213994	RES	298	49	48	72	45	47	72	4	1	0
213995	RES	262	47	46	70	43	45	71	4	1	-1
214000	RES	196	47	45	71	43	45	70	4	0	1
214007	RES	316	44	43	71	40	42	71	4	1	0
214018	RES	276	45	44	68	41	43	68	4	1	0
214027	RES	242	48	47	71	44	46	71	4	1	0
214029	RES	302	48	47	69	44	46	70	4	1	-1
214035	RES	262	47	45	73	43	45	73	4	1	-1
214047	RES	242	49	48	72	45	47	73	4	1	-1
214053	RES	250	48	47	71	44	46	72	4	1	-1
214060	RES	192	49	47	72	45	47	72	4	1	0
214062	RES	288	50	48	73	46	48	73	4	1	0
214068	RES	194	47	46	73	43	45	74	4	1	-1
214075	RES	301	45	43	71	41	43	71	4	1	-1
214087	RES	190	47	46	71	43	45	70	4	1	1
214092	RES	263	47	45	71	43	45	72	4	1	-1
214100	RES	203	45	44	68	41	43	68	4	1	0
214102	RES	251	47	46	72	43	45	73	4	1	-1
214106	RES	196	45	44	69	42	43	69	4	1	1
214111	RES	288	47	46	69	44	45	70	4	1	-1
214132	RES	237	47	46	71	43	45	71	4	1	-1
214134	RES	181	48	47	72	45	47	72	4	1	0
214135	RES	198	51	49	75	47	49	76	4	1	0
214140	RES	211	47	46	70	43	45	71	4	1	0
214146	RES	190	47	46	71	43	45	71	4	1	0
214154	RES	289	45	44	72	42	44	72	4	0	-1
214156	RES	268	48	47	72	44	46	73	4	1	-1
214172	RES	237	47	46	73	43	45	74	4	1	-1
214173	RES	249	45	44	67	41	43	68	4	1	0
214176	RES	276	47	46	69	43	45	70	4	1	-1
214198	RES	200	45	44	68	41	43	68	4	1	0
214200	RES	225	48	46	71	44	45	72	4	1	-1
214210	RES	166	55	54	78	51	53	78	4	1	0
214213	RES	158	52	51	76	48	50	75	4	1	1
214214	RES	194	48	47	74	44	46	74	4	1	-1
214215	RES	198	45	43	68	41	43	68	4	1	0
214218	RES	163	51	50	77	47	49	78	4	1	-1
214233	RES	275	45	44	71	41	43	71	4	1	-1
214235	RES	157	50	49	74	47	49	74	4	1	0
214241	RES	197	47	45	72	43	44	73	4	1	-1
214254	RES	235	48	47	73	44	46	74	4	1	-1
214255	RES	228	48	47	73	44	46	73	4	1	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
214258	RES	259	48	47	73	44	46	73	4	1	0
214260	RES	172	50	49	76	46	48	76	4	1	-1
214261	RES	214	49	48	72	45	47	74	4	1	-1
214264	RES	261	48	47	71	44	46	72	4	1	-1
214281	RES	209	49	48	73	45	47	74	4	1	-1
214294	RES	182	48	46	70	44	46	71	4	1	0
214297	RES	165	51	50	77	47	49	78	4	1	-1
214307	RES	260	45	43	73	41	43	73	4	1	-1
214317	RES	166	51	49	76	47	49	77	4	1	-1
214320	RES	241	47	46	71	43	45	72	4	1	0
214324	RES	221	47	46	71	43	45	71	4	1	-1
214327	RES	154	51	49	76	47	48	77	4	1	-1
214329	RES	211	47	46	72	44	45	73	4	1	-1
214338	RES	245	48	47	73	44	46	74	4	1	-1
214348	RES	189	48	46	72	43	45	71	5	1	1
214361	RES	196	48	47	72	44	46	73	4	1	-1
214362	RES	170	49	48	73	45	47	74	4	1	-1
214373	RES	258	44	43	72	41	43	72	4	1	-1
214395	RES	152	51	50	77	47	49	78	4	1	-1
214398	RES	140	51	49	77	47	49	77	4	1	0
214399	RES	198	49	48	75	45	47	76	4	1	-1
214407	RES	222	48	47	73	44	46	74	4	1	-1
214410	RES	235	48	46	73	44	46	74	4	1	-1
214417	RES	201	49	48	75	45	47	76	4	1	-1
214427	RES	173	50	49	75	46	48	76	5	1	-1
214429	RES	155	50	49	76	46	48	78	4	1	-1
214438	RES	186	46	45	69	42	44	69	4	1	1
214439	RES	194	49	48	75	45	47	76	4	1	-1
214443	RES	235	44	43	73	40	42	73	4	1	-1
214459	RES	187	49	48	75	46	48	76	4	1	-1
214465	RES	140	52	51	77	48	50	78	4	1	-1
214479	RES	125	51	50	77	48	49	77	4	1	-1
214481	RES	106	57	55	80	53	55	80	4	1	0
214482	RES	219	48	47	73	44	46	73	4	1	-1
214487	RES	206	48	47	73	44	46	74	4	1	-1
214488	RES	110	53	52	76	49	51	76	4	1	0
214493	RES	117	53	52	80	49	51	80	4	1	-1
214504	RES	109	51	50	74	47	49	75	4	0	-1
214509	RES	168	50	49	76	46	48	77	4	1	-1
214512	RES	188	50	48	75	46	48	76	4	1	-1
214513	RES	146	51	50	77	47	49	78	4	1	-1
214515	RES	153	52	50	76	47	49	77	4	1	-1
214519	RES	221	45	44	73	41	43	74	4	1	0
214526	RES	128	53	52	79	49	51	79	4	1	-1
214539	RES	117	53	52	79	49	51	79	4	0	0
214549	RES	206	48	47	74	44	46	75	4	1	-1
214551	RES	168	50	48	76	46	48	77	4	1	-1
214557	RES	193	49	47	74	45	47	75	4	1	-1
214562	RES	102	55	54	80	52	54	81	4	1	0
214567	RES	174	51	49	77	47	49	77	4	1	-1
214570	RES	138	53	52	80	50	51	80	3	1	-1
214577	RES	209	45	44	74	41	43	74	4	1	-1
214585	RES	118	54	53	80	50	52	80	4	1	0
214590	RES	141	51	50	76	47	49	77	4	1	-1
214603	RES	107	55	54	81	51	53	81	4	0	0
214604	RES	145	52	51	77	47	49	78	4	1	-1
214608	OED	202	45	44	69	41	43	70	4	1	-1
214612	RES	193	48	47	73	44	46	75	4	1	-1
214617	RES	154	51	50	78	47	49	78	4	0	-1
214631	RES	181	49	48	76	45	47	76	4	1	-1
214634	RES	161	51	50	77	47	49	77	4	1	0
214645	RES	198	47	45	77	43	45	78	4	0	-1
214654	RES	110	54	53	80	50	52	81	4	1	0
214656	RES	114	46	45	70	42	44	70	4	1	0
214665	RES	101	55	54	80	51	53	81	4	1	0
214669	RES	71	63	62	87	59	61	87	4	1	-1
214678	RES	126	52	51	77	47	49	78	5	2	-1
214682	RES	68	63	62	87	59	61	87	4	0	0
214688	RES	180	48	47	74	44	46	75	4	1	-1
214689	RES	138	52	50	78	48	50	79	4	0	-1
214690	RES	68	63	62	87	59	61	88	4	1	0
214701	RES	67	63	62	87	59	61	88	4	1	0
214708	RES	63	63	62	87	59	61	88	4	1	0
214714	RES	125	53	51	78	48	50	79	4	1	-1
214717	RES	185	46	45	76	42	44	77	4	1	-1
214720	RES	159	50	49	76	46	48	77	4	1	-1
214727	RES	145	52	51	79	48	50	79	4	1	0
214728	RES	96	55	54	81	52	53	82	4	0	-1
214730	RES	65	63	62	87	59	61	87	4	1	0
214736	RES	78	63	61	87	59	61	87	4	1	0
214747	RES	166	49	48	76	45	47	76	4	1	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
214748	RES	110	54	53	80	50	52	81	5	2	-1
214754	RES	130	53	51	79	49	50	79	4	1	-1
214768	RES	76	63	62	87	59	61	87	4	1	0
214778	RES	175	46	45	76	42	44	76	4	1	-1
214781	RES	67	63	62	87	59	61	87	4	1	0
214782	RES	112	53	51	78	48	50	79	4	1	-1
214789	RES	64	63	62	87	59	61	87	4	1	0
214791	RES	124	53	52	80	49	51	80	4	1	0
214793	RES	155	49	48	77	45	47	77	4	1	-1
214794	RES	139	48	47	74	44	46	75	4	1	-1
214818	RES	64	63	61	87	59	61	87	4	1	0
214826	RES	93	56	55	82	51	53	82	5	1	-1
214829	RES	122	53	52	79	49	51	79	4	1	0
214831	RES	63	63	61	87	59	61	87	4	1	0
214847	RES	155	46	45	78	43	45	78	4	0	-1
214850	RES	111	54	53	80	50	52	81	4	1	0
214853	RES	98	54	53	80	50	52	81	4	1	-1
214865	RES	141	50	48	77	46	48	77	4	1	-1
214873	RES	63	63	62	87	59	61	87	4	1	0
214874	RES	70	63	61	87	58	60	86	4	1	1
214880	RES	99	55	54	81	51	53	81	4	1	0
214901	RES	120	53	52	80	49	51	81	4	1	-1
214904	RES	141	46	45	78	42	44	79	4	0	0
214911	RES	64	63	62	87	59	61	86	4	1	1
214915	RES	74	59	57	84	54	56	84	5	1	-1
214920	RES	99	55	54	81	51	53	81	4	1	0
214921	RES	106	51	50	78	47	49	79	4	1	-1
214926	RES	128	50	48	76	46	48	77	4	1	-1
214934	RES	91	56	54	81	51	53	81	4	1	-1
214939	RES	108	49	47	74	45	47	75	4	1	-1
214959	RES	129	46	45	78	43	45	79	4	0	0
214961	RES	62	63	62	88	59	61	86	4	1	1
214975	RES	65	63	62	88	59	61	87	4	1	1
214981	RES	99	53	52	80	49	51	81	4	1	-1
214984	RES	78	57	56	83	53	55	83	4	1	0
214988	OED	142	43	42	67	39	41	68	4	1	-1
214990	RES	113	52	51	80	48	50	80	4	1	-1
215001	RES	64	63	61	87	58	60	86	4	1	1
215023	RES	114	49	48	80	45	47	80	4	0	0
215032	RES	66	62	61	87	58	60	86	4	1	1
215041	OED	75	57	56	85	53	55	85	4	1	-1
215072	RES	65	61	60	86	57	59	86	4	1	0
215077	RES	60	62	61	87	58	60	86	4	1	0
215108	RES	61	62	60	86	58	60	86	4	1	0
215126	RES	60	61	60	87	57	59	87	4	1	0
215132	RES	61	61	60	87	57	59	87	4	1	0
215151	RES	61	61	59	86	57	59	87	4	1	-1
215160	RES	70	61	59	86	57	59	87	4	1	-1
215161	RES	61	61	59	85	57	58	86	4	1	-1
215163	RES	71	56	55	82	52	54	83	4	1	-1
215180	RES	70	59	57	86	55	57	87	4	1	-1
215190	RES	68	57	56	86	54	55	86	4	1	0
215201	RES	69	56	55	86	52	54	86	4	1	-1
215216	RES	68	58	57	85	54	56	86	4	1	0
215219	RES	75	58	56	85	54	56	85	4	1	0
215665	RES	768	44	42	67	40	42	67	4	0	0
215670	RES	805	44	43	68	40	42	68	4	0	0
215680	RES	786	44	43	68	41	43	68	4	0	0
215689	RES	103	54	53	83	51	53	83	3	0	-1
215693	RES	800	42	40	65	38	40	66	4	0	0
215697	RES	842	44	43	68	40	42	68	4	0	0
215703	OOA	79	58	57	86	54	56	86	4	1	0
215704	RES	811	41	39	64	37	39	65	3	0	-1
215708	RES	62	62	60	89	58	60	90	4	1	0
215717	RES	164	54	53	80	50	52	81	4	0	-1
215724	RES	65	61	60	89	57	59	90	4	1	-1
215725	RES	61	61	59	89	57	59	90	4	1	-1
215731	RES	50	60	59	89	56	58	89	4	0	-1
215732	RES	822	42	40	66	38	40	66	4	0	0
215736	RES	831	38	37	61	35	37	63	4	0	-2
215746	RES	63	59	57	89	55	57	89	4	0	-1
215750	RES	65	58	57	89	55	57	89	4	0	-1
215760	RES	113	53	51	81	49	51	82	4	0	-1
215767	OED	76	53	51	82	49	51	83	4	0	-1
215769	RES	860	42	41	66	38	40	66	4	0	0
215794	RES	164	52	50	76	48	49	77	4	1	-1
215799	RES	83	52	50	80	48	50	81	4	1	-1
215809	OHO	162	52	51	78	48	50	79	4	1	-1
215835	RES	83	49	48	78	45	47	79	4	0	-1
215839	RES	864	42	41	66	38	40	66	4	0	0
215845	OED	114	51	50	80	48	50	81	4	1	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
215846	RES	94	53	51	82	49	51	83	4	1	-1
215852	RES	824	43	42	67	40	42	68	4	0	0
215860	RES	841	41	39	64	37	39	64	4	0	0
215862	OHO	161	52	50	77	48	50	77	4	0	-1
215865	RES	849	39	38	63	35	37	63	4	0	0
215869	OOA	228	55	53	78	51	52	78	4	1	0
215883	RES	858	39	38	63	36	38	62	4	0	0
215891	RES	834	39	38	64	36	38	64	3	0	0
215892	RES	109	52	51	81	48	50	82	4	1	-1
215906	RES	846	39	38	64	36	38	64	4	1	0
215908	RES	106	49	48	79	45	47	80	4	1	-1
215915	RES	893	41	39	64	37	39	65	4	1	0
215925	OED	150	50	49	80	46	48	80	4	1	-1
215933	RES	121	51	50	80	48	49	81	4	1	-1
215941	RES	879	38	37	63	34	36	64	4	1	-1
215984	RES	119	49	47	80	45	47	81	4	0	-1
216000	RES	907	39	38	63	35	37	63	4	0	0
216038	RES	891	37	35	60	33	35	60	4	1	0
216060	RES	157	51	49	79	47	49	79	4	1	-1
216078	RES	922	39	38	63	35	37	63	4	1	-1
216085	RES	159	47	46	70	43	45	70	4	1	0
216094	RES	158	46	45	69	42	44	69	4	1	0
216099	RES	158	45	43	69	41	43	69	4	1	-1
216101	RES	899	39	38	63	36	37	63	4	1	0
216103	RES	157	46	45	68	42	44	68	4	1	0
216107	RES	150	45	44	68	41	43	68	4	1	0
216117	RES	160	44	42	68	40	42	68	4	1	0
216128	RES	164	48	46	78	44	46	79	4	0	-1
216132	RES	960	40	38	64	36	38	64	4	1	0
216135	RES	965	40	39	64	37	39	64	4	1	0
216138	RES	932	39	37	62	35	37	62	4	1	0
216140	OOA	295	54	53	78	50	52	78	4	1	0
216156	RES	958	37	36	62	33	35	62	4	1	0
216168	RES	915	40	39	63	37	39	64	4	0	0
216169	OOA	272	49	48	73	45	47	73	4	1	0
216181	RES	202	51	50	75	47	49	76	4	1	0
216186	OHO	224	51	50	75	47	49	76	4	1	0
216189	RES	978	36	35	62	32	34	62	4	1	0
216205	RES	943	38	37	62	35	37	62	4	0	0
216226	RES	214	51	49	75	47	49	75	4	1	0
216236	OOA	288	52	50	75	48	50	75	4	1	0
216244	RES	976	35	33	58	31	33	59	4	1	-1
216245	RES	212	48	46	74	44	46	75	4	1	-1
216248	RES	929	38	37	62	35	37	63	4	0	0
216263	RES	215	50	48	77	46	48	77	4	1	-1
216277	RES	944	38	37	61	34	36	63	4	1	-1
216281	RES	216	48	47	75	44	46	76	4	0	-1
216284	RES	226	50	49	74	46	48	74	4	1	0
216298	RES	209	48	47	75	44	46	76	4	1	-1
216315	RES	236	50	49	74	46	48	74	4	1	-1
216323	RES	213	46	45	72	42	44	72	4	1	0
216333	RES	214	46	45	69	42	44	70	4	1	-1
216339	RES	936	40	39	63	36	38	63	4	0	0
216346	RES	231	44	43	71	40	42	72	4	1	-1
216356	RES	964	37	36	61	33	35	61	4	1	0
216360	RES	217	46	45	70	43	44	70	4	1	-1
216362	RES	998	35	33	58	31	33	59	4	1	-2
216378	RES	243	50	49	73	46	48	74	4	1	-1
216391	RES	222	46	45	74	42	44	75	4	1	-1
216397	RES	997	35	34	58	31	33	59	4	1	-1
216401	RES	217	46	45	70	42	44	70	4	1	-1
216404	RES	231	46	45	73	42	44	74	4	1	-1
216417	RES	948	37	35	60	33	35	61	4	1	-1
216431	RES	972	37	35	60	33	35	60	4	1	0
216433	RES	248	46	45	72	42	44	73	4	1	-1
216437	RES	263	50	49	73	46	48	74	4	1	-1
216451	OED	234	46	45	72	42	44	73	4	1	-1
216472	RES	237	44	43	69	40	42	70	4	1	-1
216485	RES	250	46	44	73	42	44	73	4	1	-1
216487	RES	255	45	44	72	41	43	72	4	1	-1
216489	OOA	333	52	51	76	48	50	75	4	1	1
216497	RES	996	34	33	57	30	32	57	4	1	0
216498	RES	273	49	48	72	45	47	72	4	1	-1
216520	RES	246	43	42	66	39	41	67	4	1	-1
216522	RES	978	37	36	64	34	36	64	3	0	0
216540	RES	259	44	43	68	40	42	69	4	1	-1
216547	RES	275	45	44	72	41	43	72	4	1	-1
216558	RES	257	43	42	67	39	41	67	4	1	-1
216561	RES	291	49	48	74	45	47	75	4	1	-1
216563	RES	998	37	36	60	33	35	61	4	1	-1
216569	OOA	371	51	50	75	47	49	75	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
216585	RES	273	45	44	71	41	43	72	4	1	-1
216587	RES	258	41	40	64	37	39	64	4	1	0
216603	RES	288	45	44	71	41	43	72	4	1	-1
216605	RES	267	41	39	62	37	39	62	4	1	0
216606	RES	988	40	38	63	36	38	63	4	0	0
216626	RES	305	49	48	72	45	47	72	4	1	-1
216643	RES	281	43	42	65	39	41	65	4	1	0
216649	RES	277	41	40	64	37	39	64	4	1	0
216657	RES	280	40	39	62	36	38	62	4	1	0
216665	RES	281	44	42	71	40	42	71	4	1	-1
216668	RES	302	43	42	68	39	41	67	4	1	1
216678	RES	318	49	48	72	45	47	73	4	1	-1
216698	RES	997	36	34	61	33	35	61	3	0	0
216700	RES	304	45	43	68	41	43	69	4	1	-1
216721	RES	294	43	42	72	40	42	73	4	0	-1
216726	RES	316	44	42	69	40	42	69	4	1	-1
216729	RES	329	50	48	72	46	48	72	4	1	0
216774	RES	304	43	42	70	39	41	71	4	1	-1
216775	RES	338	49	48	72	45	47	72	4	1	0
216781	RES	314	44	42	65	40	42	65	4	1	0
216798	RES	332	44	43	71	40	42	71	4	1	-1
216839	RES	316	43	42	70	39	41	70	4	1	-1
216846	RES	329	44	42	67	40	42	68	4	1	-1
216848	RES	350	49	48	72	45	47	72	4	1	0
216892	RES	324	43	41	65	39	41	65	4	1	-1
216912	RES	356	44	42	68	40	42	69	4	1	-1
216913	OOA	485	53	52	77	49	51	77	4	1	0
216926	RES	343	44	43	67	40	42	68	4	1	-1
216934	RES	370	50	48	72	46	47	72	4	1	0
216966	RES	343	43	41	70	39	41	70	4	1	0
216985	RES	355	44	43	67	40	42	68	4	1	-1
216994	RES	366	43	42	65	39	41	66	4	1	-1
217012	RES	380	50	48	73	46	48	72	4	1	0
217027	RES	354	42	41	67	38	40	68	4	1	-1
217038	RES	368	44	43	68	40	42	68	4	1	-1
217052	RES	381	43	42	67	39	41	68	4	1	-1
217067	RES	397	49	48	73	45	47	72	4	1	0
217090	RES	369	42	40	64	38	40	64	4	1	-1
217101	RES	382	43	42	65	39	41	65	4	1	0
217115	RES	394	43	42	68	39	41	69	4	1	-1
217118	RES	403	49	48	72	45	47	72	4	1	0
217143	RES	383	42	41	67	38	40	67	4	1	0
217154	RES	395	43	42	65	40	41	65	4	1	0
217156	RES	413	49	48	72	46	47	72	4	1	0
217181	RES	415	44	42	69	40	42	70	4	1	-1
217184	OHO	462	48	47	71	45	46	71	4	1	0
217198	RES	427	49	48	72	45	47	72	4	1	0
217204	RES	396	42	41	66	38	40	67	4	1	-1
217206	RES	510	53	52	77	49	51	77	4	1	0
217209	RES	407	44	43	66	40	42	66	4	1	-1
217218	RES	481	54	53	77	50	52	77	4	1	0
217220	RES	505	54	52	77	50	51	77	4	1	0
217221	RES	486	54	53	78	50	52	78	4	1	0
217244	RES	432	49	48	72	45	47	72	4	1	0
217256	RES	432	42	41	64	38	40	64	4	1	0
217271	RES	419	44	43	66	40	42	66	4	1	0
217280	RES	414	42	40	67	38	40	68	4	1	-1
217290	RES	534	47	45	70	43	45	69	4	1	0
217314	RES	456	49	48	72	45	47	72	4	1	0
217341	RES	432	44	43	67	40	42	68	4	1	-1
217342	RES	421	41	40	67	38	40	67	4	1	0
217362	RES	454	43	42	68	39	41	69	4	1	-1
217383	RES	473	48	47	71	44	46	71	4	1	0
217391	RES	469	49	48	72	45	47	72	4	1	0
217392	RES	423	42	40	67	38	40	67	4	1	-1
217406	RES	450	43	42	66	40	41	66	4	1	-1
217421	OHO	569	49	47	71	45	47	72	4	1	0
217432	RES	463	43	41	66	39	41	66	4	1	-1
217445	RES	460	43	42	65	39	41	65	4	1	0
217460	RES	466	43	42	66	39	41	66	4	1	0
217462	RES	471	46	45	69	42	44	69	4	1	0
217470	RES	459	41	40	65	37	39	66	4	1	-1
217499	RES	476	45	43	66	41	43	67	4	1	0
217529	RES	476	43	41	66	39	41	67	4	1	-1
217577	OHO	531	47	46	70	43	45	70	4	1	0
217600	RES	530	45	43	68	41	43	67	4	1	0
217620	RES	532	46	45	69	42	44	69	4	1	0
217641	RES	531	43	42	65	39	41	65	4	1	0
217653	RES	544	49	47	72	45	47	72	4	1	0
217660	RES	524	46	45	69	42	44	69	4	1	0
217667	OHO	585	46	45	69	42	44	70	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
217680	RES	546	43	41	65	39	41	65	4	1	-1
217681	RES	530	45	43	66	40	42	66	4	1	0
217682	RES	558	49	48	72	45	47	72	4	1	0
217687	RES	533	45	44	68	41	43	67	4	1	0
217691	RES	538	45	44	67	41	43	67	4	1	0
217708	RES	536	44	43	66	40	42	67	4	1	-1
217715	RES	563	49	48	72	45	47	72	4	1	0
217717	RES	546	43	42	65	39	41	65	4	1	0
217742	RES	579	49	48	72	45	47	72	4	1	0
217743	RES	566	43	42	66	39	41	67	4	1	-1
217751	RES	548	41	40	64	37	39	64	4	1	0
217755	RES	554	43	42	66	39	41	65	4	1	1
217777	RES	566	41	40	64	37	39	64	4	1	0
217778	RES	583	49	47	72	45	47	72	4	1	0
217782	RES	578	42	41	64	38	40	65	4	1	-1
217792	RES	573	43	42	65	39	41	65	4	1	0
217797	RES	565	41	39	63	37	39	63	4	1	0
217802	RES	596	49	48	72	45	47	72	4	1	0
217808	RES	587	42	41	65	38	40	66	4	1	-1
217827	RES	609	49	47	72	45	47	72	4	1	0
217831	RES	586	42	41	65	39	40	64	4	1	0
217833	RES	595	42	40	64	38	40	65	4	1	-1
217837	RES	573	41	39	63	36	39	63	4	1	0
217857	RES	619	49	48	72	45	47	72	4	1	0
217859	RES	601	41	40	62	37	39	62	4	1	0
217863	RES	592	43	42	67	39	41	66	4	1	1
217864	RES	588	41	39	62	37	39	63	4	1	0
217881	RES	629	49	48	72	45	47	72	4	1	0
217882	RES	616	41	40	62	37	39	63	4	1	-1
217896	RES	599	41	40	64	37	39	64	4	1	0
217899	RES	611	43	41	64	39	40	65	4	1	-1
217915	RES	628	41	40	65	37	39	65	4	1	-1
217919	RES	637	49	48	72	45	47	72	4	1	0
217923	RES	607	41	40	64	37	39	64	4	1	0
217932	RES	623	42	41	65	38	40	65	4	1	0
217942	RES	640	41	40	63	37	39	64	4	1	0
217945	RES	619	41	39	63	37	39	63	4	1	0
217948	RES	650	49	47	71	45	46	72	4	1	0
217955	RES	608	49	48	73	45	47	73	4	1	0
217966	RES	648	42	41	64	38	40	64	4	1	0
217970	RES	629	40	39	61	36	38	61	4	1	0
217971	RES	648	41	40	63	37	39	64	4	1	-1
217986	RES	669	49	48	72	45	47	72	4	1	0
217987	RES	656	48	46	71	44	46	71	4	1	0
217992	RES	657	41	40	63	38	40	64	4	1	-1
218005	RES	626	40	39	62	36	38	62	4	1	0
218007	OCC	645	46	45	70	42	44	70	4	1	0
218019	RES	666	42	41	65	38	40	65	4	1	0
218029	RES	667	42	41	65	38	40	66	4	1	-1
218045	RES	653	40	39	62	36	38	62	4	1	0
218047	RES	675	41	40	64	37	39	64	4	1	0
218062	RES	702	47	45	70	42	44	70	4	1	0
218070	RES	705	49	48	72	45	47	72	4	1	0
218073	RES	657	40	39	62	36	38	63	4	1	0
218074	RES	679	42	41	64	38	40	64	4	1	0
218075	RES	703	45	44	68	41	43	68	4	1	0
218077	RES	667	48	47	71	44	46	71	4	1	0
218081	RES	692	42	40	64	38	39	64	4	1	0
218088	RES	674	44	42	66	40	42	67	4	0	-1
218103	RES	714	47	45	69	43	45	70	4	1	0
218105	RES	692	42	41	64	38	40	64	4	1	0
218112	RES	683	40	39	63	36	38	63	4	1	0
218115	RES	707	46	45	69	42	44	69	4	1	0
218129	RES	686	47	46	71	43	45	71	4	1	0
218138	RES	706	45	44	68	41	43	68	4	1	0
218140	RES	714	45	44	68	41	43	68	4	0	0
218146	RES	697	40	39	62	36	38	62	4	1	0
218151	RES	706	42	41	65	38	40	65	4	1	0
218161	RES	703	43	41	66	39	40	66	4	1	0
218163	RES	706	40	39	62	36	38	62	4	1	0
218177	RES	664	46	45	69	42	44	69	4	1	0
218196	RES	756	49	48	72	45	47	72	4	1	0
218212	RES	663	47	46	70	43	45	70	4	1	0
218223	RES	712	47	46	71	43	45	71	4	1	0
218224	RES	756	46	45	69	42	44	70	4	1	0
218225	RES	770	49	48	72	45	47	72	4	1	0
218238	RES	750	43	42	66	39	41	66	4	1	0
218256	RES	736	46	45	70	42	44	70	4	1	0
218259	RES	769	44	43	67	40	42	67	4	1	0
218261	RES	774	49	47	72	45	47	72	4	1	0
218269	RES	746	43	42	66	40	41	66	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
218271	RES	780	39	37	62	35	37	62	4	1	0
218272	RES	762	41	40	64	37	39	64	4	1	0
218273	RES	767	46	45	69	42	44	69	4	1	0
218281	RES	790	49	48	72	45	47	72	4	1	0
218286	RES	763	43	42	65	39	41	65	4	1	0
218290	RES	778	41	39	63	36	38	63	4	1	0
218294	RES	754	45	44	68	41	43	68	4	1	0
218297	RES	753	40	39	62	36	38	62	4	1	0
218305	RES	766	44	43	67	41	43	67	4	0	0
218309	RES	775	41	40	64	37	39	64	4	1	0
218315	RES	788	40	39	63	36	38	63	4	1	0
218319	RES	772	40	39	63	36	38	63	4	1	0
218323	RES	807	49	48	72	45	47	72	4	1	0
218324	RES	753	47	46	70	43	45	70	4	1	0
218329	RES	768	42	41	65	38	40	65	4	1	0
218331	RES	771	41	39	62	37	39	62	4	1	0
218335	RES	799	41	40	63	37	39	63	4	1	0
218337	RES	784	42	41	65	38	40	65	4	0	0
218340	RES	732	48	47	71	44	46	71	4	1	0
218341	RES	791	42	41	64	38	40	64	4	1	0
218353	RES	819	49	48	72	45	47	72	4	1	0
218356	RES	772	49	48	72	45	47	72	4	1	0
218361	RES	814	41	39	63	37	39	63	4	1	0
218362	RES	782	41	40	63	37	39	63	4	1	0
218367	RES	812	41	40	63	37	39	63	4	1	0
218375	RES	805	42	41	64	38	40	64	4	1	0
218387	RES	829	49	48	72	45	47	72	4	1	0
218390	RES	797	49	48	72	45	47	72	4	1	0
218393	RES	795	41	40	63	37	39	63	4	1	0
218399	RES	828	40	39	63	36	38	63	4	1	0
218407	RES	817	42	41	65	38	40	65	4	1	0
218411	RES	795	49	48	72	45	47	72	4	1	0
218414	RES	840	45	44	68	41	43	68	4	1	0
218417	RES	812	39	38	61	35	37	61	4	1	0
218434	RES	839	40	39	63	36	38	63	4	1	0
218440	RES	855	49	48	72	45	47	72	4	1	0
218444	RES	831	42	41	64	38	40	64	4	1	0
218446	RES	806	50	49	73	46	48	73	4	1	0
218448	RES	823	40	39	62	36	38	62	4	1	0
218451	RES	851	45	44	68	41	43	68	4	1	0
218452	RES	833	39	37	61	35	36	61	4	1	0
218461	RES	847	41	39	62	37	39	62	4	1	0
218464	RES	831	39	38	61	35	37	61	4	1	0
218470	RES	844	42	41	65	38	40	65	4	1	0
218471	RES	833	40	39	61	36	38	61	4	1	0
218482	RES	873	49	48	72	45	47	72	4	1	0
218483	RES	857	40	39	62	36	38	62	4	1	0
218491	RES	843	40	39	62	36	38	62	4	1	0
218497	RES	874	43	42	67	40	41	67	4	1	0
218498	RES	872	37	36	60	33	35	60	4	1	0
218499	OPW	944	49	48	72	45	47	72	4	1	0
218500	RES	791	53	52	76	49	51	76	4	1	0
218502	RES	858	42	41	65	38	40	65	4	1	0
218508	RES	849	42	40	63	38	40	63	4	1	0
218510	OPW	948	49	48	72	45	47	72	4	1	0
218513	RES	870	40	39	62	36	38	62	4	1	0
218524	RES	770	54	53	77	50	52	77	4	1	0
218533	RES	876	42	40	64	38	40	64	4	1	0
218540	RES	899	49	48	72	45	47	72	4	1	0
218542	RES	860	42	40	63	38	40	63	4	1	0
218548	RES	883	40	39	62	37	39	62	4	1	0
218560	RES	871	38	37	60	34	36	60	4	1	0
218572	RES	872	41	40	63	37	39	63	4	1	0
218575	RES	899	40	39	62	36	38	62	4	1	0
218583	RES	899	40	39	62	36	38	62	4	1	0
218587	RES	905	50	48	73	45	47	73	4	1	0
218598	RES	892	42	41	64	38	40	64	4	1	0
218603	RES	890	39	38	61	35	37	61	4	1	0
218615	RES	891	41	40	64	37	39	64	4	1	0
218628	RES	923	49	48	72	45	47	72	4	1	0
218636	RES	905	42	41	64	38	40	64	4	1	0
218652	RES	931	41	40	63	37	39	63	4	1	1
218660	RES	940	49	48	72	45	47	72	4	1	0
218663	RES	935	44	42	66	39	41	66	4	1	0
218671	RES	912	39	37	61	35	37	61	4	1	0
218672	RES	918	42	41	65	38	40	65	4	1	0
218676	RES	914	45	44	68	41	43	68	5	1	0
218680	RES	919	39	38	61	35	37	62	4	1	0
218683	RES	934	41	40	63	37	39	63	4	1	0
218707	RES	932	42	41	65	38	40	65	4	1	0
218714	RES	934	45	44	69	41	43	69	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
218766	RES	984	49	47	72	45	47	72	4	1	0
218787	RES	991	47	46	71	43	45	71	4	1	0
218788	RES	984	45	44	68	41	43	68	4	1	0
218795	RES	994	49	47	72	45	47	72	4	1	0
218798	RES	988	43	42	66	39	41	66	4	1	0
218821	RES	984	43	42	65	39	41	66	4	1	0
218823	RES	982	43	42	66	39	41	66	4	1	0
218848	RES	997	46	44	69	42	43	69	4	1	0
218856	RES	974	44	43	67	40	42	67	4	1	0
221519	RES	1751	27	26	50	23	25	50	4	1	0
221522	RES	1776	26	25	49	22	24	49	4	1	0
221540	RES	832	47	45	70	43	45	70	4	1	0
221541	RES	770	48	47	72	44	46	72	4	1	0
221542	RES	1864	25	24	49	21	23	49	4	1	0
221546	RES	1806	23	22	47	20	21	47	4	1	0
221547	RES	1791	26	25	49	22	24	49	4	1	0
221818	RES	1201	41	40	65	37	39	65	4	1	0
318985	RES	512	47	45	71	43	45	71	3	0	0
318988	RES	150	55	54	85	51	53	86	4	0	0
318989	RES	296	50	49	78	47	49	79	3	0	-1
319009	RES	1074	47	46	71	44	46	71	3	0	0
319012	RES	235	54	53	78	51	53	78	4	0	0
319015	RES	445	46	45	71	42	44	73	4	0	-2
319018	RES	174	54	53	83	51	53	83	3	0	0
319019	RES	111	62	61	92	59	61	92	4	0	0
319072	RES	165	57	56	83	54	56	83	4	0	0
319082	RES	181	54	52	87	50	52	86	4	0	1
319083	RES	246	50	49	72	47	49	74	4	0	-2
319084	RES	166	53	52	79	50	52	79	4	0	0
319085	RES	231	50	49	73	47	49	74	3	0	-1
319088	RES	107	62	61	91	59	61	91	4	0	0
319098	RES	388	50	49	76	47	49	77	4	0	-1
319099	RES	182	55	54	87	52	54	87	4	0	0
319100	RES	379	50	48	75	46	48	76	3	0	-1
319101	RES	450	47	45	73	43	45	74	3	0	-1
319103	RES	114	63	62	93	59	61	93	4	0	0
319123	RES	250	49	48	72	46	48	74	4	0	-2
319124	RES	418	48	46	72	44	46	72	3	0	0
319125	RES	320	47	46	71	43	45	73	3	0	-1
319130	RES	504	47	45	69	43	45	72	3	0	-2
319131	RES	319	49	48	74	45	47	76	4	0	-2
319132	RES	300	47	46	69	44	46	72	3	0	-3
319141	RES	109	61	60	85	58	60	85	4	0	0
319142	RES	89	61	60	85	58	59	86	4	0	0
319198	RES	95	63	61	87	59	61	87	4	0	0
319208	RES	368	50	49	77	47	49	77	3	0	0
319209	RES	423	44	43	72	41	43	73	3	0	-2
319225	RES	95	65	64	90	61	63	90	4	0	0
319226	RES	299	48	47	71	45	47	72	3	0	-1
319227	RES	249	50	48	73	46	48	73	4	0	0
319228	RES	239	48	47	71	45	47	73	3	0	-2
319232	RES	148	57	56	87	54	56	87	3	0	0
319239	RES	316	46	45	71	43	45	73	3	0	-2
319240	RES	293	47	46	72	43	45	73	4	0	-1
319241	RES	316	47	46	75	44	46	76	3	0	-2
319242	RES	308	47	46	74	44	46	75	3	0	-1
319244	RES	271	47	46	76	44	46	78	3	0	-2
319248	RES	172	50	49	79	47	49	80	3	0	-1
319251	RES	375	52	51	75	48	50	75	4	0	0
319257	RES	371	51	50	75	47	49	75	4	0	-1
319266	RES	181	52	51	81	49	51	78	4	1	3
319267	RES	176	54	53	86	51	53	86	3	0	0
319270	RES	241	50	48	80	46	48	81	3	0	-1
319272	RES	171	53	51	84	49	51	84	4	0	0
319273	RES	450	45	44	78	42	44	79	3	0	-1
319282	RES	91	63	61	93	59	61	93	3	0	0
319333	RES	171	55	53	81	51	53	82	4	0	0
319353	RES	137	52	50	77	48	50	78	3	0	-1
319357	RES	103	62	61	89	59	60	89	4	0	0
319384	RES	364	49	48	73	46	48	75	3	0	-2
319385	RES	319	45	43	70	41	43	71	3	0	-2
319386	RES	320	47	46	75	44	46	76	3	0	-1
319387	RES	242	49	48	74	46	48	76	4	0	-2
319392	RES	95	63	61	93	59	61	93	4	0	0
319394	RES	91	63	62	91	60	61	91	3	0	0
319410	RES	163	50	49	75	47	49	75	4	0	0
319413	RES	187	52	51	78	49	51	78	4	0	0
319464	RES	91	63	61	93	59	61	93	4	0	0
319465	RES	317	45	44	67	41	43	68	4	0	-1
319466	RES	238	49	48	75	46	48	75	3	0	0
319470	RES	184	50	49	77	47	49	78	3	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
319473	RES	248	50	49	73	47	49	74	4	0	-1
319474	RES	346	51	50	75	48	50	75	4	0	0
319515	RES	112	65	63	91	61	63	90	4	0	0
319516	RES	326	47	46	71	44	46	71	4	0	0
319529	RES	171	52	50	77	48	50	77	4	0	0
319534	RES	327	46	44	70	42	44	72	3	0	-2
319542	RES	183	50	49	74	47	49	74	3	0	0
319547	RES	234	51	50	76	48	50	75	4	0	1
319549	RES	168	53	52	80	50	52	80	3	0	0
319551	RES	247	50	49	72	47	48	74	4	0	-2
319553	RES	245	51	50	75	47	49	76	4	0	-1
319575	RES	165	52	51	83	49	51	84	3	0	-1
319579	RES	177	53	52	83	50	52	84	3	0	-1
319580	RES	167	53	52	78	50	52	79	3	0	-1
319617	RES	185	54	53	80	51	52	80	4	0	0
319620	RES	369	48	46	69	44	46	70	3	0	-1
319621	RES	243	51	50	73	48	49	74	3	0	0
319627	RES	181	54	52	87	50	52	87	4	0	0
319628	RES	97	63	61	92	59	61	92	3	0	0
319630	RES	95	63	61	92	59	61	92	3	0	0
319641	RES	111	62	61	87	59	61	87	4	0	0
319642	RES	123	58	56	90	54	56	90	4	0	0
319643	RES	104	64	63	89	60	62	90	4	0	-1
319645	RES	95	63	62	93	59	61	93	4	0	0
319647	RES	182	51	50	75	48	50	76	3	0	-1
319649	RES	379	48	47	72	45	47	72	3	0	0
319657	RES	180	51	49	77	47	49	78	3	0	-2
319658	RES	178	57	56	82	54	56	82	4	0	0
319659	RES	164	54	53	78	49	51	77	4	1	1
319660	RES	405	45	44	66	42	44	67	4	0	0
319665	RES	365	50	49	80	47	49	81	3	0	-1
319666	RES	427	47	45	73	43	45	73	4	0	0
319667	RES	375	47	46	67	44	46	69	3	0	-2
319669	RES	183	52	51	85	49	51	86	3	0	0
319671	RES	181	54	53	86	51	52	86	4	0	0
319672	RES	128	59	58	89	55	57	89	4	0	0
319683	RES	314	49	48	75	46	48	76	4	0	-1
319685	RES	301	46	45	72	43	44	74	3	0	-2
319686	RES	326	45	44	71	42	44	73	3	0	-2
319687	RES	266	49	47	73	45	47	74	3	0	-1
319705	RES	264	54	53	78	51	53	78	4	0	0
319707	RES	267	50	49	75	47	49	77	3	0	-1
319710	OED	374	47	46	72	44	46	72	3	0	-1
319712	RES	243	50	48	72	46	48	74	4	0	-2
319722	RES	99	62	61	86	59	61	87	4	0	-1
319723	RES	96	63	62	88	60	61	89	4	0	-1
319725	RES	503	47	46	71	44	46	73	3	0	-2
319726	RES	455	48	46	73	44	46	74	3	0	-1
319736	RES	101	63	62	87	60	62	88	4	0	-1
319740	RES	110	62	60	87	58	60	87	3	0	-1
319741	RES	292	49	48	75	46	48	76	4	0	-1
319757	RES	188	54	53	82	51	53	83	3	0	-1
319758	RES	103	64	63	90	61	63	90	4	0	0
319759	RES	101	62	60	90	58	60	90	4	0	0
319760	RES	187	55	54	82	52	54	82	4	0	0
319770	RES	319	46	44	68	42	44	68	4	0	0
319771	RES	320	46	45	70	43	45	70	3	0	0
319780	RES	239	50	49	75	47	49	77	3	0	-1
319795	RES	97	62	61	86	58	60	86	4	0	0
319796	RES	95	61	59	88	57	59	88	3	0	0
319813	RES	181	52	51	78	49	51	79	4	0	-1
319814	RES	186	52	51	85	48	50	84	4	1	1
319917	OED	389	43	41	68	39	41	68	4	0	0
320178	RES	148	51	50	78	48	50	78	4	0	-1
320184	RES	234	50	48	75	46	48	76	3	0	-1
320186	RES	555	47	45	69	43	45	69	3	0	0
320200	RES	250	51	50	84	48	50	84	4	0	0
320224	RES	126	58	56	83	54	56	83	4	0	0
320232	RES	229	49	48	74	46	48	75	3	0	-2
320297	RES	269	49	48	74	45	47	76	3	0	-2
320346	RES	174	50	49	77	47	49	78	3	0	-1
320385	RES	96	62	61	91	59	61	91	3	0	0
320390	RES	104	62	60	90	58	60	90	4	0	0
320393	RES	246	51	50	78	48	50	79	4	0	-1
320477	RES	165	55	54	80	52	54	80	4	0	0
320508	RES	321	47	45	71	43	45	73	3	0	-3
320509	RES	318	47	46	72	44	45	74	3	0	-2
320558	RES	186	53	52	86	50	52	86	4	0	0
320585	RES	328	48	46	71	44	46	71	3	0	0
320589	RES	227	51	50	75	48	49	75	3	0	0
320626	RES	172	53	52	84	49	51	85	4	0	-1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
320627	RES	99	64	62	89	60	62	90	4	0	-1
320642	RES	160	54	52	84	50	52	84	3	0	0
320711	RES	403	50	48	72	46	48	72	4	0	0
320723	RES	368	50	49	75	46	49	76	4	0	-1
320787	RES	105	62	61	91	58	60	91	3	0	0
320790	RES	125	60	58	89	56	58	89	4	0	0
320801	RES	452	45	44	73	42	44	74	3	0	-1
320853	RES	170	53	52	78	50	52	78	3	0	0
320886	RES	358	51	49	76	47	49	76	3	0	0
320887	RES	398	49	47	74	45	47	75	4	0	-1
320888	RES	91	62	60	86	58	60	87	4	0	-1
320889	RES	80	63	62	89	60	61	90	3	0	-1
320895	RES	120	57	55	83	53	55	83	4	0	0
320897	RES	108	62	61	91	59	61	91	4	0	0
320898	RES	100	63	61	93	59	61	94	4	0	0
320899	RES	229	52	50	76	48	50	77	3	0	-1
320900	RES	247	49	48	77	46	48	79	3	0	-1
321338	RES	300	48	47	71	44	46	73	4	0	-1
321365	RES	318	47	46	70	43	45	71	4	0	-1
321366	RES	96	62	61	91	59	61	91	3	0	0
321378	RES	172	55	53	81	51	53	81	4	0	0
321380	RES	247	51	49	74	47	49	74	4	0	0
321381	RES	242	46	45	71	43	45	73	3	0	-2
321382	RES	256	50	49	81	47	49	81	4	0	0
321383	RES	177	51	50	76	48	50	78	4	0	-2
321384	RES	175	52	51	78	49	51	78	4	0	0
321429	RES	171	50	49	76	47	49	76	3	0	0
321435	RES	309	44	43	69	41	43	71	3	0	-3
321436	RES	377	49	48	71	46	48	72	3	0	-1
321438	RES	439	46	45	69	43	44	71	3	0	-2
321439	RES	392	43	41	66	39	41	67	3	0	-1
321440	RES	301	48	47	71	45	47	73	4	0	-2
321441	RES	169	54	52	85	50	52	85	4	0	0
321445	RES	178	55	54	79	52	54	79	4	0	0
321447	RES	309	47	46	69	44	46	69	4	0	0
321449	RES	242	51	50	73	48	50	74	4	0	-1
321465	RES	467	46	45	70	43	45	70	3	0	0
321468	RES	288	48	47	73	45	47	73	4	0	0
321469	RES	357	50	48	75	46	48	75	4	0	0
321470	RES	242	54	53	79	51	53	79	4	0	0
321473	RES	182	51	50	77	48	50	77	4	0	0
321475	RES	505	46	45	69	43	45	71	3	0	-2
321476	RES	323	45	43	67	41	43	69	4	0	-2
321477	RES	305	46	45	70	43	45	72	3	0	-2
321478	RES	233	50	49	79	46	48	77	4	0	2
321496	RES	175	51	50	76	48	50	76	3	0	-1
321528	RES	178	55	54	80	52	54	80	4	0	0
321529	RES	147	54	53	80	51	53	80	4	0	0
321532	RES	319	48	47	75	45	47	76	3	0	-1
321533	RES	321	45	44	69	42	44	72	3	0	-2
321534	RES	258	50	48	76	46	48	73	4	0	3
321535	RES	233	50	48	75	46	48	77	3	0	-2
321551	RES	110	64	62	88	60	62	89	3	0	-1
321552	RES	77	64	62	89	60	62	89	4	0	0

Table E4: Harefield Yard clearances, Junee Yard clearancs, Olympic Highway underbridge, Junee to Illabo clearances

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
222270	RES	1267	46	44	67	42	44	65	4	1	3
222289	RES	64	64	63	89	60	62	89	4	1	0
222290	RES	177	59	58	81	55	57	81	4	1	0
222295	RES	285	57	56	79	53	55	78	4	1	0
222302	RES	57	64	63	88	60	62	88	4	1	1
222313	RES	1298	46	45	68	43	44	66	4	1	2
222323	RES	92	63	61	93	59	61	93	4	1	0
223184	RES	738	31	29	63	27	29	63	3	0	0
223208	RES	690	31	29	61	28	29	61	3	0	0
223224	RES	665	32	31	64	29	31	64	3	0	0
223243	RES	621	33	32	65	30	32	65	3	0	0
223248	RES	582	34	33	65	30	32	65	3	0	0
223249	RES	602	33	32	65	30	32	65	3	0	0
223254	RES	560	36	34	66	32	34	66	3	0	0
223261	RES	540	35	34	65	32	34	65	3	-1	0
223268	RES	518	35	33	63	32	34	63	3	0	0
223281	RES	508	41	39	69	38	40	69	3	-1	0
223287	RES	484	42	40	70	39	41	70	3	0	0
223288	RES	664	32	31	65	29	31	65	3	0	0
223298	RES	462	42	40	69	39	41	70	3	-1	0
223301	RES	442	41	40	70	38	40	71	3	-1	-1
223305	RES	423	41	39	68	38	40	69	3	-1	-1
223308	RES	81	55	53	85	52	54	85	3	0	0
223311	RES	945	33	32	62	30	32	62	3	0	0
223319	RES	402	42	40	68	38	40	68	3	0	0
223321	RES	131	49	47	79	45	47	80	3	0	-1
223322	RES	369	39	38	67	36	38	67	3	0	-1
223330	RES	325	42	41	71	39	41	72	3	0	0
223331	RES	143	42	41	72	39	41	73	3	-1	-1
223333	RES	172	44	43	76	41	43	77	3	0	-1
223334	RES	357	39	38	67	36	38	68	3	-1	-1
223342	RES	192	42	40	70	39	40	71	3	0	-1
223351	RES	664	32	31	66	29	31	66	3	0	0
223352	RES	256	41	40	72	38	40	72	3	-1	-1
223354	RES	277	41	40	70	38	40	71	3	-1	-1
223355	RES	215	41	40	71	38	40	71	3	0	0
223356	RES	233	41	40	72	38	40	72	3	0	-1
223358	RES	250	41	39	71	38	40	71	3	0	0
223362	RES	196	43	41	75	40	42	76	3	-1	-1
223366	RES	70	58	56	89	55	57	88	3	0	0
223369	RES	297	42	41	70	39	41	70	3	-1	-1
223371	RES	219	40	38	68	37	39	68	3	-1	0
223372	RES	512	43	41	69	40	42	70	3	-1	0
223373	RES	316	42	40	69	39	41	69	3	0	0
223375	RES	180	44	42	77	41	43	77	3	-1	-1
223376	RES	211	42	41	73	39	41	74	3	-1	-1
223380	RES	130	47	46	75	44	46	75	3	0	0
223383	RES	663	32	30	65	28	30	65	3	0	0
223384	RES	57	58	56	89	55	56	88	3	-1	0
223385	RES	151	48	46	78	45	47	78	3	-1	0
223392	RES	98	50	48	82	47	49	83	3	-1	0
223393	RES	117	47	46	80	44	46	80	3	0	0
223397	RES	84	52	51	84	49	51	85	3	-1	-1
223401	RES	592	36	34	66	32	34	66	3	0	0
223402	RES	171	41	40	70	38	40	70	3	0	0
223404	RES	292	43	41	70	40	42	70	3	0	0
223407	RES	386	42	41	70	39	41	70	3	0	0
223411	RES	58	58	56	89	55	56	88	3	0	1
223412	RES	255	40	39	68	37	39	69	3	0	-1
223415	RES	330	39	38	69	36	38	69	3	0	0
223417	RES	369	43	41	69	40	42	69	3	0	0
223423	RES	330	43	42	67	40	42	67	3	0	0
223424	RES	443	39	37	67	36	38	67	3	-1	0
223426	RES	404	41	40	71	38	40	71	3	0	0
223432	RES	46	59	58	91	57	59	92	3	-1	-1
223433	RES	685	35	33	59	31	33	59	4	0	0
223436	RES	72	52	50	84	49	51	85	3	-1	-1
223437	RES	429	42	40	68	39	41	68	3	0	0
223438	RES	122	51	49	80	48	50	81	3	-1	-1
223442	RES	617	31	30	64	28	30	64	3	0	0
223443	RES	604	31	30	61	28	30	61	3	0	0
223447	RES	294	44	42	73	41	43	73	3	0	0
223455	RES	578	32	30	64	28	30	64	3	0	0
223459	RES	471	40	38	68	37	39	68	3	-1	0
223460	RES	150	47	45	79	44	46	79	3	-1	0
223471	RES	322	44	42	71	41	43	71	3	0	-1
223479	RES	565	32	31	62	29	31	62	3	0	0
223481	RES	247	39	37	69	36	38	69	3	-1	0
223483	RES	765	35	33	65	31	33	65	3	0	0
223484	RES	469	42	40	69	39	41	69	3	-1	0
223485	RES	519	33	32	63	30	32	63	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
223486	RES	536	32	31	60	29	31	60	3	0	0
223495	RES	153	46	44	78	43	45	79	3	-1	-1
223496	RES	840	29	28	56	26	28	56	3	0	0
223502	RES	809	33	32	64	30	32	64	3	0	0
223503	RES	500	38	36	66	34	36	66	3	0	0
223506	RES	826	34	33	65	31	33	65	3	-1	0
223508	RES	779	33	31	64	30	32	64	3	0	0
223510	RES	123	52	50	81	49	51	81	3	-1	0
223513	RES	768	33	31	64	29	31	64	3	0	0
223517	RES	135	49	48	78	47	48	78	3	-1	0
223519	RES	114	47	45	79	44	46	80	3	-1	-1
223520	RES	157	49	48	78	46	48	78	3	-1	0
223522	RES	738	32	31	64	29	31	64	3	0	0
223523	RES	147	49	48	78	46	48	78	3	-1	0
223524	RES	440	43	41	69	39	41	70	3	0	0
223525	RES	728	32	30	64	28	30	64	3	0	0
223528	RES	167	49	47	77	46	48	77	3	-1	0
223531	RES	424	42	41	70	39	41	70	3	0	0
223532	RES	150	47	46	77	44	46	78	3	0	-1
223539	RES	177	49	47	77	46	48	77	3	-1	0
223540	RES	376	42	40	70	39	41	70	3	-1	0
223541	RES	326	44	42	72	40	42	72	3	0	0
223542	RES	205	48	46	75	45	47	76	3	-1	-1
223543	RES	398	43	41	69	39	41	69	3	0	0
223544	RES	230	47	46	74	44	46	74	3	-1	0
223545	RES	195	48	47	76	45	47	76	3	-1	0
223546	RES	355	45	43	71	41	43	71	3	0	0
223551	RES	113	49	47	81	46	48	81	3	-1	-1
223552	RES	240	48	46	75	45	47	75	3	-1	0
223553	RES	197	47	46	77	44	46	77	3	-1	0
223561	RES	275	44	42	73	41	43	73	3	-1	0
223569	RES	353	42	41	71	39	41	71	3	0	0
223570	RES	289	47	46	75	44	46	75	3	-1	0
223573	RES	116	48	46	80	45	47	81	3	-1	-1
223574	RES	236	46	44	75	43	45	75	3	0	0
223577	RES	311	46	45	73	44	45	73	3	-1	0
223578	RES	332	46	45	71	43	45	72	3	-1	0
223580	RES	538	33	31	63	29	31	63	4	0	0
223581	RES	534	45	43	73	41	43	73	3	0	0
223582	RES	551	32	31	62	29	31	62	3	0	0
223584	RES	512	34	32	65	30	32	65	3	0	0
223585	RES	390	46	44	72	43	45	72	3	0	0
223587	RES	378	46	44	72	43	45	72	3	0	0
223588	RES	406	44	43	72	41	43	72	3	0	0
223591	RES	478	44	42	74	41	43	74	3	0	0
223593	RES	494	36	35	67	34	35	67	3	-1	0
223594	RES	400	45	44	73	42	44	73	3	0	0
223595	RES	445	45	44	73	42	44	73	3	0	0
223596	RES	434	45	43	73	42	44	73	3	0	0
223597	RES	475	39	37	69	36	38	69	3	-1	-1
223599	RES	450	40	38	70	37	39	70	3	-1	0
223600	RES	434	40	39	69	38	39	69	3	-1	0
223601	RES	420	42	40	69	39	41	70	3	-1	-1
223602	RES	408	40	39	69	38	39	70	3	-1	-1
223603	RES	395	42	40	70	39	41	70	3	0	0
223604	RES	594	41	40	70	38	40	70	3	0	0
223607	RES	367	43	41	71	40	42	71	3	-1	0
223608	RES	338	42	41	71	40	42	72	3	-1	-1
223610	RES	65	57	56	88	54	56	88	3	-1	0
223611	RES	320	43	41	71	40	42	71	3	-1	-1
223618	RES	307	43	41	72	40	42	72	3	-1	0
223619	RES	287	42	41	72	40	42	72	3	-1	-1
223620	RES	247	47	46	75	44	46	75	3	-1	0
223632	RES	253	47	46	75	44	46	76	3	-1	0
223643	RES	244	47	46	75	44	46	76	3	-1	0
223653	RES	247	47	45	75	44	46	76	3	-1	0
223663	RES	569	33	32	68	30	32	68	4	0	0
223665	RES	554	34	32	66	30	32	66	3	0	0
223668	RES	528	34	33	67	31	32	67	3	0	0
223669	RES	138	47	46	78	45	46	78	3	-1	0
223670	RES	114	54	52	82	51	53	82	3	0	0
223678	RES	512	35	34	67	32	34	67	3	0	0
223682	RES	489	36	35	68	33	35	68	3	0	0
223687	RES	441	41	40	70	38	40	70	3	-1	0
223690	RES	199	47	45	77	44	46	77	3	-1	0
223691	RES	466	39	37	69	36	38	69	3	0	0
223696	RES	357	41	39	71	38	40	71	3	0	0
223697	RES	241	46	45	76	44	45	76	3	-1	0
223698	RES	409	41	39	70	38	40	70	3	0	0
223700	RES	393	43	42	70	40	42	70	3	0	0
223701	RES	111	55	53	82	51	53	82	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
223702	RES	258	44	43	74	42	43	74	3	-1	0
223706	RES	283	44	42	73	41	43	73	3	-1	0
223708	RES	304	43	42	73	41	43	73	3	-1	0
223710	RES	336	42	40	70	39	41	71	3	-1	-1
223711	RES	318	43	41	72	40	42	72	3	-1	0
223716	RES	298	42	41	71	40	41	71	3	-1	-1
223717	RES	193	41	40	74	39	41	75	3	-1	0
223718	RES	340	41	40	72	39	40	72	3	-1	0
223720	RES	323	42	40	71	39	41	72	3	-1	-1
223724	RES	106	55	53	82	51	53	82	3	0	0
223725	RES	273	44	43	73	42	43	74	3	-1	0
223731	RES	245	46	45	74	43	45	74	3	-1	0
223733	RES	404	42	40	70	39	41	70	3	-1	0
223734	RES	378	44	42	72	41	43	72	3	-1	0
223736	RES	418	43	41	73	39	41	73	3	0	0
223742	RES	190	43	42	74	40	42	74	3	0	0
223744	RES	441	42	40	72	39	41	72	3	-1	0
223746	RES	114	55	53	82	52	53	82	3	0	0
223747	RES	473	42	40	71	39	41	71	3	-1	0
223748	RES	482	42	40	70	39	41	70	3	-1	0
223760	RES	195	42	41	72	39	41	72	3	0	0
223765	OED	191	42	40	70	39	41	70	3	-1	0
223767	RES	543	43	42	73	40	42	73	3	0	0
223778	OED	172	46	45	76	44	46	76	3	-1	0
223781	RES	122	55	53	82	51	53	82	3	0	0
223786	OED	146	49	47	78	46	48	79	3	-1	0
223790	RES	196	41	39	72	38	40	72	3	0	0
223791	RES	592	39	38	71	36	38	71	3	0	0
223803	RES	534	42	40	71	39	41	71	3	-1	0
223805	RES	108	55	53	82	52	53	82	3	0	0
223813	RES	193	43	42	73	40	42	73	3	0	0
223819	RES	233	45	44	75	43	44	75	3	0	0
223822	RES	315	44	43	74	41	43	74	3	-1	0
223830	RES	260	45	43	75	42	44	75	3	-1	0
223831	RES	284	45	43	73	42	44	73	3	-1	0
223834	OOA	84	60	58	92	57	59	92	3	0	0
223843	RES	113	55	53	82	52	53	82	3	0	0
223844	RES	531	44	43	71	41	43	71	3	0	0
223847	RES	767	33	32	66	30	31	66	3	0	0
223850	OED	151	47	45	78	44	46	79	3	-1	-1
223853	RES	342	44	43	74	41	43	74	3	-1	0
223860	RES	187	42	41	74	39	41	74	3	0	0
223866	RES	423	44	43	76	41	43	76	3	0	0
223869	RES	634	35	34	67	32	34	67	3	0	0
223870	RES	381	45	43	74	42	44	74	3	0	0
223874	RES	398	44	42	74	41	43	74	3	0	0
223875	RES	108	55	53	82	51	53	82	3	0	0
223879	RES	443	45	44	73	42	44	73	3	0	0
223880	OED	174	45	44	77	42	44	78	3	-1	-1
223885	RES	851	34	33	66	31	33	66	4	0	0
223888	RES	464	45	43	73	42	44	73	3	0	0
223893	RES	198	43	41	73	40	42	74	3	-1	-1
223897	RES	483	44	43	73	41	43	73	3	0	0
223900	RES	537	43	42	74	40	42	74	3	0	0
223903	RES	244	47	45	76	44	46	76	3	-1	0
223907	RES	125	55	53	83	52	54	83	3	0	0
223909	RES	293	42	40	71	39	41	71	3	-1	0
223914	RES	585	41	40	71	38	40	71	3	0	0
223918	RES	197	43	41	73	39	41	74	3	0	-1
223921	RES	335	42	40	74	39	41	74	3	0	0
223923	RES	612	39	38	71	36	38	71	3	0	0
223927	RES	633	39	38	70	36	38	70	3	0	0
223928	RES	241	47	46	76	44	46	76	3	-1	0
223936	RES	387	43	42	75	40	42	75	3	0	0
223945	RES	194	43	41	73	40	42	73	3	0	0
223946	RES	332	42	40	76	38	40	76	3	0	0
223949	RES	429	41	40	74	38	40	74	3	0	0
223952	RES	112	55	53	82	52	54	82	3	0	0
223957	RES	381	43	42	75	40	42	75	3	0	0
223961	RES	960	34	33	63	31	33	63	3	0	0
223965	RES	445	40	38	72	37	39	72	3	-1	0
223966	RES	522	44	43	73	41	43	73	3	0	0
223969	RES	247	45	43	76	42	44	76	3	-1	0
223970	RES	198	42	41	74	39	41	74	3	0	0
223971	RES	763	37	35	67	33	35	67	3	0	0
223976	RES	475	40	39	73	37	39	73	3	0	0
223983	RES	334	40	38	71	37	39	71	3	-1	0
223985	RES	122	54	53	83	51	53	83	3	0	0
223988	RES	1001	35	34	65	32	34	65	3	0	0
223991	RES	381	44	42	75	41	42	75	3	0	0
224005	RES	527	45	44	72	42	44	72	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
224014	RES	198	40	39	69	37	39	69	3	0	0
224017	RES	852	32	31	63	29	31	63	3	0	0
224018	RES	332	42	40	73	39	41	73	3	-1	0
224020	RES	122	54	53	84	51	53	84	3	0	0
224025	RES	385	44	43	76	41	43	76	3	0	0
224032	RES	244	44	43	78	41	43	78	3	0	0
224033	RES	523	45	43	74	42	44	74	3	0	0
224035	OED	597	42	41	73	39	41	73	3	0	0
224038	RES	198	44	43	74	41	43	74	3	0	0
224043	RES	337	44	43	76	41	43	76	3	0	0
224046	RES	465	42	41	70	39	41	70	3	0	0
224055	RES	389	45	44	76	42	44	76	3	0	0
224065	RES	197	45	44	76	42	44	76	3	0	0
224068	RES	469	45	44	76	42	44	76	3	0	0
224071	RES	241	44	43	78	41	43	78	3	0	0
224074	RES	557	44	42	76	41	43	76	3	0	0
224078	RES	309	43	42	76	41	43	76	3	-1	0
224079	RES	382	46	44	76	43	45	76	3	0	0
224082	RES	282	43	42	77	41	43	77	3	-1	0
224088	RES	766	40	39	68	37	39	68	4	0	0
224094	RES	336	45	43	76	42	44	76	3	0	0
224096	OED	656	40	39	73	37	39	73	3	0	0
224098	OED	608	43	42	72	40	42	72	3	0	0
224109	RES	378	46	44	77	43	45	77	3	0	0
224114	RES	988	33	31	65	29	31	65	3	0	0
224136	RES	527	45	43	76	42	44	76	3	0	0
224159	OED	587	45	44	77	42	44	77	3	0	0
224174	RES	901	38	37	64	34	36	64	3	0	0
224563	RES	124	50	49	80	48	50	79	3	-1	2
224590	RES	108	51	50	81	48	50	79	4	0	2
224629	RES	617	41	40	68	38	40	68	3	0	0
224632	RES	127	48	46	79	46	48	77	2	-1	2
224640	RES	57	59	58	88	55	56	89	5	1	-1
224653	RES	57	59	58	88	55	56	89	5	1	-1
224654	RES	737	43	42	67	40	42	67	3	0	0
224666	RES	135	46	44	75	46	48	77	0	-4	-1
224670	RES	59	59	57	88	55	56	89	4	1	-1
224671	RES	543	42	41	70	39	41	70	3	0	0
224674	RES	492	43	42	70	39	41	70	3	0	0
224676	RES	760	43	42	68	40	42	68	3	0	0
224687	RES	713	43	42	69	40	42	69	3	0	0
224688	RES	129	47	45	78	46	48	77	1	-2	1
224691	RES	58	59	57	87	55	56	89	4	1	-2
224713	RES	60	59	57	88	55	56	89	4	1	-1
224716	RES	127	47	46	78	46	48	77	2	-2	1
224717	RES	725	43	42	69	40	42	69	3	0	0
224724	RES	55	59	58	88	55	56	89	4	1	-1
224734	OPW	64	59	58	88	55	56	89	4	1	-1
224738	RES	124	49	48	80	46	48	77	3	0	3
224756	RES	410	37	36	72	34	36	72	3	0	0
224765	RES	381	44	42	75	40	42	75	3	0	0
224775	RES	425	41	40	69	37	39	69	3	0	0
224779	RES	406	42	41	73	39	41	73	3	0	0
224782	RES	463	41	40	69	37	39	69	3	0	0
224786	RES	312	44	43	72	40	42	70	5	2	1
224793	RES	126	48	47	80	44	46	75	5	1	5
224795	RES	428	37	36	68	34	36	68	3	0	0
224801	RES	73	57	56	86	53	54	87	5	1	-1
224802	RES	470	40	39	68	37	39	68	3	0	0
224804	RES	318	42	41	73	39	41	73	3	0	0
224807	RES	257	39	37	68	34	36	68	4	1	0
224820	RES	322	44	43	73	41	43	72	3	0	0
224828	RES	402	43	42	70	40	42	70	3	0	0
224833	RES	253	43	42	72	39	41	72	3	0	0
224834	RES	60	59	57	89	55	56	89	4	1	0
224838	OME	543	41	39	67	37	39	67	3	0	0
224842	RES	305	44	43	72	41	43	72	3	0	0
224851	RES	177	46	44	75	43	45	75	3	0	0
224857	RES	313	44	43	71	41	43	71	3	0	0
224858	RES	258	43	42	70	40	42	69	3	0	0
224859	RES	50	58	57	89	55	56	89	4	0	0
224861	RES	125	45	44	76	40	42	71	6	2	5
224866	RES	360	37	35	62	33	35	62	4	0	0
224869	RES	339	36	35	61	32	34	61	4	1	0
224871	RES	194	45	44	76	42	44	76	3	0	0
224873	RES	317	42	41	69	39	41	69	3	0	0
224875	RES	51	58	57	89	55	56	89	4	0	0
224877	RES	256	41	40	71	38	40	71	3	0	0
224883	RES	124	45	44	76	42	44	77	3	0	-1
224887	RES	365	38	36	64	34	36	64	4	0	0
224893	RES	182	46	45	75	43	45	75	3	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
224895	RES	409	37	36	64	33	35	64	3	0	0
224896	RES	323	41	39	66	37	39	66	3	0	0
224901	RES	63	58	56	89	55	56	89	3	0	0
224903	RES	254	42	40	71	38	40	71	3	0	0
224912	RES	126	43	42	71	40	42	71	4	0	0
224913	RES	604	43	42	71	39	41	71	3	0	0
224920	RES	182	45	44	74	42	44	74	3	0	0
224921	RES	329	37	36	64	33	35	64	4	0	0
224925	RES	758	39	38	69	36	38	69	3	0	0
224926	RES	69	58	56	89	55	57	89	3	0	0
224928	RES	382	40	39	73	37	38	73	3	0	0
224931	RES	315	41	40	68	37	39	68	3	0	0
224932	RES	905	40	39	67	37	39	67	3	0	-1
224933	RES	255	40	39	68	36	38	68	3	0	0
224934	RES	305	47	46	75	44	46	75	4	0	0
224935	RES	904	40	39	68	37	39	68	3	0	1
224938	RES	248	49	48	75	45	47	75	4	0	0
224940	RES	465	41	40	69	38	40	69	3	0	0
224941	RES	116	47	45	79	44	46	79	3	0	-1
224949	RES	398	36	35	70	33	35	70	3	0	0
224955	RES	50	58	56	89	55	57	89	3	0	0
224956	RES	320	47	46	75	43	45	75	3	0	0
224960	RES	185	45	43	73	41	43	73	3	0	-1
224962	RES	426	41	40	71	38	40	71	3	0	0
224969	RES	318	41	40	70	38	40	70	3	0	0
224970	RES	407	41	40	70	38	40	70	3	0	0
224971	RES	663	37	36	69	34	35	68	3	0	0
224972	RES	255	40	39	69	37	39	69	3	0	0
224977	RES	391	41	39	69	37	39	69	3	0	0
224980	RES	130	45	44	77	42	44	78	3	0	0
224981	RES	897	38	37	66	35	37	66	3	0	0
224982	RES	359	41	40	71	37	39	71	3	0	0
224984	RES	916	37	36	66	34	36	66	3	0	0
224985	RES	341	42	40	70	38	40	70	3	0	0
224988	RES	627	42	41	70	39	41	70	3	0	0
224989	RES	413	36	35	69	33	35	69	3	0	0
224990	RES	180	44	43	74	41	43	74	3	0	0
224993	RES	312	42	41	74	39	41	74	3	0	0
224996	RES	51	58	57	89	55	57	89	3	0	0
224997	RES	256	41	40	68	37	39	68	4	0	0
224998	RES	329	47	45	75	43	45	75	3	0	0
225011	RES	125	42	41	74	39	41	74	3	0	0
225016	RES	463	42	41	68	39	41	68	3	0	0
225018	RES	180	46	45	79	43	45	79	3	0	0
225019	RES	58	58	57	89	55	57	89	3	0	0
225020	RES	344	47	45	75	43	45	75	3	0	0
225024	RES	409	39	38	69	36	38	69	3	0	0
225029	RES	124	48	47	83	45	47	83	3	0	0
225032	RES	675	41	40	69	38	40	69	3	0	0
225034	RES	463	41	40	68	38	40	68	3	0	0
225035	RES	396	41	40	71	37	39	72	3	0	0
225036	RES	356	47	45	75	43	45	75	4	0	0
225041	RES	50	58	57	90	55	57	90	3	0	0
225045	RES	420	39	38	66	35	37	66	3	0	0
225047	RES	351	41	40	70	38	40	70	3	0	0
225052	RES	291	40	38	69	36	38	70	3	0	-1
225054	RES	280	42	40	75	38	40	75	3	0	0
225055	RES	467	41	40	69	38	39	69	3	0	0
225056	RES	380	46	45	76	43	45	76	4	0	0
225063	RES	249	42	40	75	38	40	75	3	0	0
225064	RES	259	42	40	75	39	41	75	3	0	0
225067	RES	231	43	42	77	40	42	77	3	0	0
225073	RES	214	43	42	77	40	42	77	3	0	0
225074	RES	200	42	40	73	38	40	74	3	0	-1
225077	RES	463	39	37	69	36	37	69	3	0	0
225079	RES	181	43	42	77	40	42	77	3	0	-1
225080	RES	169	44	43	78	41	43	78	3	0	-1
225081	RES	421	39	38	68	35	37	68	3	0	0
225083	RES	466	40	38	68	36	38	68	3	0	0
225084	RES	438	44	43	75	40	42	74	3	0	0
225086	RES	401	39	38	68	36	38	68	3	0	0
225088	RES	157	45	44	80	42	44	80	3	0	0
225089	RES	366	39	37	67	35	37	66	4	0	0
225090	RES	138	45	43	78	42	44	79	3	0	0
225092	RES	123	46	44	79	43	45	80	3	0	-1
225094	RES	341	39	37	67	35	37	67	4	0	0
225095	RES	104	49	47	84	46	48	84	3	0	0
225097	RES	335	41	40	67	37	39	67	4	0	0
225100	RES	79	53	52	88	49	51	88	4	1	0
225103	RES	62	54	53	89	50	52	88	4	1	1
225106	RES	47	60	59	93	56	58	92	4	0	1

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225107	RES	421	46	44	75	42	44	75	3	0	0
225119	RES	498	41	40	73	37	39	73	4	1	0
225127	RES	415	37	36	65	34	35	65	4	0	0
225128	RES	450	40	39	68	36	38	68	4	0	0
225130	RES	399	38	37	66	34	36	66	4	0	0
225133	RES	502	35	34	70	32	34	70	3	0	0
225136	RES	377	38	36	64	34	36	64	4	0	0
225141	RES	188	40	39	72	37	39	72	3	0	0
225144	RES	355	39	37	65	35	37	65	4	0	0
225146	RES	293	42	41	76	39	41	75	3	0	0
225149	RES	271	42	41	75	38	40	75	3	0	0
225150	RES	244	42	41	75	39	41	75	4	0	0
225152	RES	523	34	33	68	31	33	68	3	0	0
225155	RES	335	43	42	74	39	41	74	4	0	0
225156	RES	257	43	42	76	39	41	76	3	0	0
225158	RES	454	45	44	74	41	43	74	4	0	0
225160	RES	223	43	42	76	39	41	76	4	0	0
225162	RES	205	42	41	74	38	40	74	4	0	0
225166	RES	188	44	43	78	41	43	78	4	1	0
225168	RES	53	60	59	93	56	58	92	4	1	1
225170	RES	172	46	45	79	42	44	79	4	1	0
225172	RES	537	35	34	64	32	34	64	3	0	0
225173	RES	137	47	45	81	43	45	81	4	1	0
225176	RES	152	47	46	81	43	45	81	4	0	0
225178	RES	336	42	41	74	39	41	74	4	0	0
225181	RES	121	49	48	84	46	47	84	4	1	0
225182	RES	55	60	59	93	56	58	92	4	1	1
225183	RES	104	51	50	85	47	49	84	4	0	0
225189	RES	52	60	59	93	56	58	92	4	1	1
225190	RES	288	42	40	75	38	40	75	3	0	0
225192	RES	280	42	41	75	38	40	75	3	0	0
225193	RES	556	39	38	70	35	37	70	4	0	0
225195	RES	259	42	41	76	39	41	76	4	0	0
225196	RES	243	43	42	77	39	41	77	3	0	0
225198	RES	332	41	40	67	38	40	67	4	0	0
225199	RES	481	44	43	73	41	43	73	3	0	0
225200	RES	220	44	42	78	40	42	78	3	0	0
225201	RES	202	44	43	78	41	43	78	4	0	0
225202	RES	232	43	42	77	40	42	77	3	0	0
225203	RES	188	45	44	79	41	43	79	3	0	0
225205	RES	170	45	44	80	42	44	80	3	0	0
225206	RES	250	50	49	79	47	48	79	3	0	0
225209	RES	572	37	36	67	34	36	67	3	0	0
225210	RES	150	46	45	81	43	45	81	3	0	0
225212	RES	122	48	47	83	45	47	83	4	0	0
225214	RES	499	43	42	73	40	42	73	3	0	0
225216	RES	314	46	44	76	42	44	76	3	0	0
225220	RES	104	50	49	85	46	48	85	4	1	0
225222	RES	52	60	59	93	57	58	92	4	1	1
225225	RES	516	43	42	73	40	42	73	3	0	0
225228	RES	596	35	34	69	32	34	69	4	0	0
225239	RES	63	60	59	93	56	58	92	4	1	1
225243	RES	599	35	34	66	32	34	66	4	0	0
225246	RES	115	55	54	86	52	54	86	3	0	0
225249	RES	337	41	40	72	38	40	72	3	0	0
225250	RES	522	43	42	72	40	42	72	3	0	0
225252	RES	276	43	42	76	40	42	75	3	0	0
225256	RES	57	60	59	93	56	58	92	4	1	1
225257	RES	324	45	44	76	41	43	76	4	0	0
225262	RES	243	48	47	80	45	47	80	3	0	0
225265	RES	289	41	40	73	38	40	73	3	0	0
225266	RES	623	35	34	64	32	33	64	3	0	0
225267	RES	257	42	41	75	39	41	75	3	0	0
225268	RES	535	43	42	72	40	42	72	3	0	0
225269	RES	344	42	41	74	39	41	74	4	0	0
225270	RES	269	44	43	76	41	43	76	4	0	0
225272	RES	222	49	48	79	46	48	79	3	0	0
225273	RES	354	41	39	71	38	39	71	3	0	0
225275	RES	229	44	43	77	41	43	77	4	0	0
225276	RES	238	43	42	76	40	42	76	3	0	0
225279	RES	52	60	59	93	56	58	92	4	1	1
225281	RES	197	50	48	79	46	48	79	3	0	0
225282	RES	165	51	50	84	48	50	84	3	0	0
225284	RES	190	45	44	78	41	43	78	4	0	0
225285	RES	599	37	36	66	34	36	66	4	0	0
225286	RES	171	46	45	80	42	44	79	4	0	0
225287	RES	373	40	39	70	36	38	70	4	0	0
225290	RES	73	57	56	90	54	56	90	3	0	-1
225292	RES	155	46	45	80	43	45	80	4	0	0
225293	RES	122	48	47	82	44	46	82	4	0	0
225294	RES	146	48	47	82	45	47	82	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225295	RES	584	37	35	66	33	35	66	4	0	0
225296	RES	146	54	53	84	50	52	84	3	0	0
225297	RES	404	41	39	70	37	39	70	3	0	0
225299	RES	52	60	59	93	57	59	92	4	1	1
225300	RES	573	42	41	71	39	41	71	3	0	0
225301	RES	102	50	49	85	47	49	85	4	1	0
225304	RES	52	60	59	93	57	58	92	4	1	1
225305	RES	278	43	42	74	39	41	74	4	0	0
225309	RES	296	41	40	75	38	40	75	3	0	0
225311	RES	274	43	42	77	40	42	77	4	0	0
225316	RES	333	41	40	70	38	40	70	3	0	0
225318	RES	238	46	44	75	42	44	75	3	0	0
225319	RES	256	43	42	77	39	41	77	4	0	0
225320	RES	241	44	43	78	40	42	77	3	0	0
225323	RES	223	44	43	74	41	43	74	3	0	0
225326	RES	213	45	44	75	42	44	76	3	0	0
225328	RES	221	44	43	78	41	43	78	3	0	0
225330	RES	209	44	43	78	41	43	77	3	0	0
225332	RES	189	45	43	78	41	43	78	4	0	0
225333	RES	169	46	45	79	42	44	79	3	0	0
225335	RES	200	49	48	81	46	47	82	3	0	0
225337	RES	155	45	44	79	42	44	79	3	0	0
225338	RES	283	41	40	70	38	40	68	4	0	2
225342	RES	324	41	40	68	38	40	68	4	0	0
225346	RES	136	49	48	84	45	47	84	4	0	0
225349	RES	982	37	36	65	34	36	65	3	0	0
225352	RES	122	52	51	85	48	50	85	4	0	0
225356	RES	926	37	36	65	34	36	65	3	0	0
225363	RES	381	40	39	69	36	38	69	3	0	0
225366	RES	50	60	59	93	57	59	92	4	1	1
225367	RES	340	41	39	69	37	39	69	4	0	0
225372	RES	282	42	41	73	39	41	72	4	0	1
225375	RES	330	42	40	69	38	40	69	3	0	0
225379	RES	175	50	49	83	46	48	83	3	0	0
225382	RES	151	51	50	84	48	50	84	3	0	0
225386	RES	1512	44	43	67	36	38	64	9	6	4
225388	RES	50	60	59	93	57	59	92	4	1	1
225392	RES	333	42	41	69	38	40	69	4	0	0
225396	RES	193	48	47	82	45	46	82	3	0	0
225401	RES	215	46	45	80	43	45	80	3	0	0
225403	RES	237	42	41	73	39	41	73	4	1	0
225411	RES	274	40	39	69	37	39	69	4	0	0
225413	RES	290	40	39	70	37	39	70	4	0	0
225414	RES	289	42	41	73	38	40	73	4	0	0
225419	RES	725	37	36	67	34	36	66	3	0	0
225421	RES	372	41	40	72	37	39	72	4	1	0
225422	RES	326	42	41	73	39	41	73	3	0	0
225424	RES	248	43	41	75	39	41	75	4	0	0
225426	RES	240	44	42	77	40	42	77	4	0	0
225428	RES	227	44	43	78	41	43	78	4	0	0
225429	RES	205	44	43	77	41	43	77	4	0	0
225430	RES	398	41	39	72	37	39	72	4	1	0
225431	RES	195	45	44	78	41	43	78	4	0	0
225434	RES	424	40	38	70	36	38	70	4	1	0
225435	RES	424	43	42	72	39	41	72	3	0	0
225436	RES	175	45	44	78	41	43	78	4	0	0
225437	RES	113	56	55	86	53	55	86	3	0	0
225438	RES	60	61	59	93	57	59	92	4	1	1
225439	RES	152	43	42	76	40	42	76	4	0	0
225441	RES	141	52	51	84	49	51	84	4	0	0
225444	RES	453	39	38	70	36	38	70	4	0	0
225446	RES	159	50	49	83	47	49	83	3	0	0
225447	RES	183	48	47	81	45	47	81	3	0	0
225449	RES	138	47	45	81	43	45	80	4	1	0
225450	RES	335	43	41	75	39	41	75	3	0	0
225451	RES	194	47	46	80	44	46	80	3	0	0
225452	RES	220	46	45	79	42	44	79	4	0	0
225454	RES	119	48	47	82	44	46	81	4	1	0
225455	RES	54	60	59	92	56	58	92	4	1	1
225457	RES	104	49	48	83	45	47	82	4	1	0
225465	RES	260	44	43	78	41	43	78	3	0	0
225467	RES	332	40	39	68	37	39	68	4	0	0
225472	RES	289	43	42	77	40	42	77	4	0	0
225473	RES	326	43	42	76	40	42	76	3	0	0
225476	RES	290	42	41	75	39	41	75	3	0	0
225477	RES	273	43	42	76	39	41	76	3	0	0
225481	RES	236	46	45	78	42	44	78	4	1	0
225482	RES	1406	42	41	66	39	41	67	3	0	-1
225483	RES	258	43	42	75	39	41	75	3	0	0
225484	RES	240	43	42	77	40	42	76	4	0	0
225486	RES	351	40	39	68	37	38	68	4	1	0

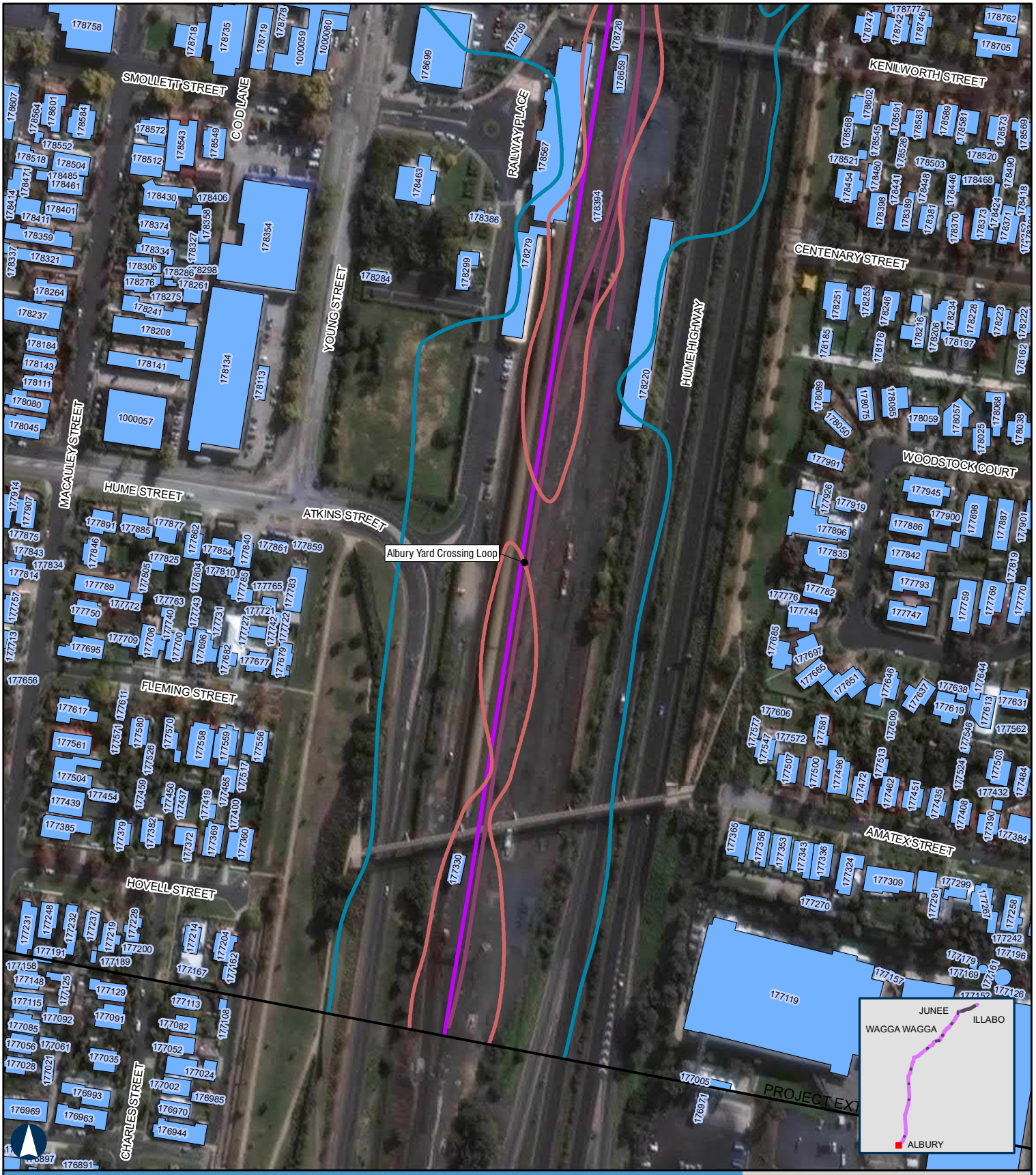
Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225487	RES	404	41	40	73	38	40	73	3	0	0
225488	RES	355	40	39	69	36	38	69	3	0	0
225489	RES	223	43	42	76	40	42	76	4	0	0
225490	RES	1395	36	34	61	39	41	67	-3	-7	-6
225491	RES	437	40	39	72	37	39	72	3	0	0
225492	RES	1423	44	42	68	40	42	69	4	1	-1
225493	RES	422	39	38	67	35	37	67	4	1	0
225494	RES	204	44	43	77	41	43	77	4	0	0
225495	RES	455	40	38	71	36	38	71	3	0	0
225496	RES	447	40	39	71	36	38	71	4	1	0
225498	RES	467	39	38	70	36	38	70	4	0	0
225500	RES	189	45	44	79	42	44	78	4	0	0
225503	RES	491	39	38	67	36	38	67	3	0	0
225505	RES	151	46	45	80	42	44	80	4	0	0
225506	RES	171	44	43	76	41	43	75	4	0	0
225508	RES	291	39	38	70	35	37	70	4	1	0
225511	RES	124	47	46	81	44	46	81	4	0	0
225517	RES	1421	42	41	68	37	39	67	5	2	1
225522	RES	101	48	47	82	45	47	82	4	1	0
225524	RES	1380	35	33	59	39	41	67	-4	-7	-8
225531	RES	53	60	59	92	56	58	92	4	1	1
225538	RES	134	55	54	85	51	53	85	4	0	0
225541	RES	790	36	35	66	33	35	66	3	0	0
225548	RES	150	51	49	83	47	49	83	4	1	0
225554	RES	170	49	48	82	45	47	82	4	1	0
225558	RES	53	60	59	92	56	58	92	4	1	1
225562	RES	216	45	43	76	41	43	76	4	1	0
225564	RES	198	48	47	80	44	46	80	4	1	0
225571	RES	232	45	44	78	41	43	78	4	1	0
225572	RES	250	45	44	78	42	44	78	4	1	0
225578	RES	270	44	43	77	41	43	77	4	0	0
225581	RES	336	42	41	71	38	40	71	4	1	1
225583	RES	50	61	60	93	57	59	92	4	1	1
225588	RES	339	43	41	75	39	41	76	3	0	0
225590	RES	299	42	41	74	39	41	74	4	0	0
225594	RES	272	42	40	72	38	40	72	4	0	0
225597	RES	351	41	40	72	38	40	72	4	1	0
225598	RES	293	44	43	77	40	42	77	4	1	0
225600	RES	256	43	42	75	39	41	75	4	0	0
225602	RES	365	41	40	72	38	40	72	4	0	0
225608	RES	244	44	43	76	40	42	77	4	0	0
225610	RES	190	45	44	79	42	44	79	3	0	0
225611	RES	418	40	39	71	37	39	71	4	0	0
225612	RES	401	41	40	72	38	40	73	3	0	0
225614	RES	1302	30	29	57	38	40	67	-8	-11	-10
225615	RES	55	60	59	93	56	58	92	4	1	1
225616	RES	222	42	41	73	39	41	73	4	0	0
225617	RES	117	57	55	86	53	55	86	4	0	0
225618	RES	135	52	51	84	49	51	84	3	0	0
225620	RES	159	50	49	83	46	48	82	4	1	0
225621	RES	453	39	38	68	35	37	69	4	0	0
225622	RES	204	45	44	79	42	44	79	3	0	0
225624	RES	159	46	45	78	43	45	78	3	0	0
225626	RES	436	41	40	72	37	39	72	4	0	0
225627	RES	175	47	46	80	44	46	80	3	0	0
225629	RES	183	48	47	81	45	47	81	4	1	0
225631	RES	552	42	41	71	39	41	72	3	0	0
225632	RES	486	40	39	71	36	38	71	4	0	0
225633	RES	513	40	39	71	36	38	71	4	0	0
225636	RES	200	47	46	80	43	45	80	4	1	0
225637	RES	140	50	48	82	46	48	82	4	0	0
225638	RES	210	46	45	79	43	45	79	4	1	0
225639	RES	1293	31	30	57	39	41	67	-7	-10	-10
225640	RES	119	52	51	84	48	50	84	4	1	0
225642	RES	57	61	60	93	57	59	92	4	1	1
225643	RES	333	42	41	74	39	41	74	3	0	0
225644	RES	252	44	43	77	41	43	77	4	0	0
225648	RES	469	43	42	72	40	42	72	3	0	0
225649	RES	239	45	43	78	41	43	78	4	1	0
225652	RES	578	38	37	66	35	37	66	3	0	0
225653	RES	273	41	40	69	37	39	69	3	0	-1
225655	RES	552	40	39	72	37	39	72	3	0	0
225659	RES	323	41	40	69	38	40	69	4	0	0
225661	RES	289	42	41	73	39	41	73	3	0	0
225662	RES	298	41	39	70	37	39	70	3	0	1
225665	RES	280	43	42	76	40	41	76	3	0	0
225666	RES	57	61	60	93	57	59	92	4	1	1
225667	RES	334	43	42	75	40	42	75	4	0	0
225668	RES	355	42	41	73	39	41	73	3	0	0
225675	RES	370	42	41	73	38	40	73	3	0	0
225676	RES	396	41	40	73	38	40	73	4	0	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225678	RES	336	41	40	68	37	39	68	3	0	0
225679	RES	260	43	42	76	40	42	76	3	0	0
225681	RES	243	44	43	78	41	43	78	3	0	0
225684	RES	408	40	39	69	36	38	69	3	0	0
225687	RES	224	45	43	77	41	43	77	4	1	0
225691	RES	454	40	39	70	37	38	70	3	0	0
225693	RES	210	42	41	73	40	41	72	3	0	0
225695	RES	173	49	48	81	45	47	81	4	1	0
225696	RES	295	42	41	74	39	40	74	4	0	0
225698	RES	477	41	40	71	37	39	71	3	0	0
225699	RES	296	39	38	69	36	38	67	4	1	1
225700	RES	436	40	39	70	36	38	70	3	0	0
225702	RES	741	35	34	65	32	34	65	3	0	0
225704	RES	492	40	39	72	37	39	72	3	0	0
225705	RES	189	48	46	80	44	46	80	4	1	0
225706	RES	154	49	47	81	44	46	81	5	2	0
225707	RES	334	42	41	73	39	41	73	4	0	0
225709	RES	516	39	38	69	35	37	69	3	0	0
225713	RES	139	49	48	81	44	46	81	4	1	0
225717	RES	119	49	48	83	45	47	83	4	0	0
225719	RES	104	50	49	84	47	49	84	4	0	0
225722	RES	571	38	37	69	35	37	69	3	0	0
225723	RES	559	38	37	69	35	37	69	3	0	0
225733	RES	593	38	37	69	35	37	69	3	0	0
225734	RES	615	37	36	65	34	36	65	4	0	0
225737	RES	633	39	37	68	35	37	68	3	0	0
225744	RES	110	57	56	86	53	55	86	4	1	0
225745	RES	660	39	38	68	36	38	68	3	0	0
225751	RES	138	51	50	82	48	50	82	4	0	0
225754	RES	653	38	36	65	34	36	65	3	0	0
225755	RES	184	48	47	79	44	46	80	4	1	0
225756	RES	343	43	42	73	39	41	73	4	0	0
225758	RES	167	50	49	81	46	48	81	4	1	0
225762	RES	64	61	60	92	57	59	91	4	1	1
225763	RES	249	48	46	79	44	46	79	4	0	0
225764	RES	340	43	42	74	40	42	74	4	0	0
225767	RES	225	48	46	78	43	45	78	4	1	0
225779	RES	268	44	43	74	41	43	74	4	1	0
225781	RES	700	36	35	63	33	35	63	3	0	0
225783	RES	271	42	40	74	38	40	74	4	0	0
225784	RES	297	46	45	77	43	45	78	4	1	0
225786	RES	261	44	43	75	40	42	75	4	1	0
225790	RES	202	50	49	80	46	48	80	4	1	0
225791	RES	330	46	45	75	42	44	75	4	0	0
225792	RES	724	34	33	66	31	33	66	3	0	0
225797	RES	378	45	44	75	41	43	75	4	0	0
225801	RES	397	44	42	75	40	42	75	3	0	0
225802	RES	424	42	41	74	39	41	74	3	0	0
225803	RES	447	42	41	73	39	40	73	4	0	0
225806	RES	117	57	56	86	53	55	86	4	1	0
225809	RES	408	44	43	74	41	42	74	3	0	0
225810	RES	435	42	41	73	39	41	73	4	0	0
225811	RES	138	51	50	83	47	49	84	4	1	0
225816	RES	333	44	43	76	40	42	76	4	0	0
225817	RES	175	48	46	80	44	46	80	3	0	0
225819	RES	154	48	47	80	44	46	80	4	1	0
225821	RES	157	51	50	83	47	49	83	4	1	0
225822	RES	466	42	41	73	38	40	73	4	0	0
225825	RES	177	49	48	82	45	47	82	4	1	0
225826	RES	136	49	48	81	45	47	81	4	1	0
225828	RES	120	53	51	83	48	50	83	4	1	0
225830	RES	486	41	40	73	38	40	73	4	0	0
225831	RES	195	49	47	80	44	46	80	4	1	0
225833	RES	105	54	52	85	50	51	85	4	1	0
225839	RES	287	49	48	78	46	47	78	3	0	0
225841	RES	559	42	40	69	38	40	69	3	0	0
225844	RES	579	37	36	67	34	36	67	3	0	0
225846	RES	605	38	37	69	35	37	69	3	0	0
225848	RES	740	33	32	61	30	32	61	4	0	0
225849	RES	339	47	46	77	44	46	77	4	0	0
225852	RES	53	62	61	93	57	59	92	5	1	1
225854	RES	630	37	36	67	34	36	67	3	0	0
225855	RES	1206	45	43	70	41	43	69	4	0	0
225856	RES	653	35	34	66	32	33	66	4	0	0
225857	RES	834	37	36	64	34	36	64	3	0	0
225859	RES	290	45	44	77	42	44	77	3	0	0
225861	RES	664	34	33	64	30	32	64	3	0	0
225862	RES	402	45	44	75	42	44	75	3	0	0
225863	RES	380	46	45	76	42	44	76	3	0	0
225865	RES	230	47	46	78	44	46	78	3	0	0
225867	RES	220	49	48	80	45	47	80	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
225868	RES	438	44	43	74	41	43	74	3	0	0
225872	RES	460	43	42	74	40	42	74	3	0	0
225875	RES	482	43	41	73	39	41	73	3	0	0
225876	RES	167	49	48	81	45	47	81	4	0	0
225878	RES	520	43	41	73	39	41	73	3	0	0
225880	RES	129	51	49	83	47	49	83	4	1	0
225881	RES	109	57	56	86	53	55	86	4	1	0
225882	RES	500	43	42	73	40	42	73	3	0	0
225884	RES	789	36	34	64	32	34	64	3	0	0
225885	RES	140	53	51	84	49	51	84	4	1	0
225888	RES	557	42	41	71	39	41	71	3	0	0
225890	RES	186	50	48	80	46	48	81	4	0	0
225893	RES	201	47	46	79	44	46	79	3	0	0
225894	RES	582	42	40	70	38	40	70	3	0	0
225895	RES	90	51	50	83	47	49	82	4	1	0
225896	RES	220	48	47	79	45	47	79	3	0	0
225897	RES	166	49	48	81	45	47	81	4	1	0
225899	RES	60	62	61	92	57	59	92	5	2	0
225903	RES	299	48	46	78	44	46	78	4	1	0
225906	RES	606	41	40	70	38	40	70	3	0	0
225911	RES	257	49	48	79	45	47	79	4	1	0
225912	RES	680	36	35	67	33	35	67	4	0	0
225913	RES	643	40	39	70	37	39	70	3	0	0
225921	RES	653	39	38	69	36	38	69	3	0	0
225927	RES	707	35	33	61	31	33	60	3	0	1
225930	RES	746	36	35	65	33	35	65	3	0	0
225935	RES	292	48	46	78	44	46	78	4	1	0
225938	RES	341	48	47	76	45	47	76	4	0	0
225942	RES	379	47	46	75	43	45	75	4	0	0
225943	RES	354	47	46	76	43	45	75	3	0	1
225944	RES	396	45	44	75	41	43	75	4	0	1
225950	RES	421	44	42	74	40	42	74	4	0	0
225951	RES	285	44	43	76	41	43	76	3	0	0
225952	RES	441	43	41	73	39	41	73	3	0	0
225957	RES	135	53	51	83	49	51	83	4	1	0
225958	RES	252	45	44	77	42	44	77	3	0	0
225961	RES	161	51	50	82	47	49	82	4	1	0
225963	RES	120	56	55	85	52	54	85	4	1	0
225964	RES	484	41	40	71	37	39	71	4	1	0
225966	RES	202	50	49	80	46	48	80	4	0	0
225967	RES	214	46	45	78	43	45	79	3	0	0
225968	RES	216	49	48	79	45	47	79	4	0	0
225971	RES	521	40	38	70	36	38	70	3	0	0
225972	RES	59	62	60	92	56	58	92	5	2	0
225973	RES	241	50	48	79	46	48	79	4	0	0
225974	RES	261	50	48	78	46	48	78	4	1	0
225976	RES	172	47	46	81	44	46	81	4	0	0
225977	RES	136	48	47	82	45	46	82	4	1	0
225978	RES	579	37	36	66	34	36	66	3	0	-1
225979	RES	299	48	47	77	44	46	77	4	0	0
225980	RES	565	40	39	68	37	39	68	3	0	0
225981	RES	737	35	33	59	31	33	59	3	0	0
225983	RES	602	38	37	65	35	37	65	3	0	0
225985	RES	621	39	38	66	36	37	66	3	0	0
225987	RES	642	37	36	65	34	36	65	3	0	1
225992	RES	358	47	46	77	44	46	77	3	0	0
225993	RES	680	37	36	63	34	36	62	3	0	1
226000	RES	78	56	54	86	51	53	86	5	1	0
226001	RES	348	48	47	76	44	46	76	4	0	0
226004	RES	697	37	35	66	33	35	66	3	0	0
226006	RES	56	61	60	92	57	59	92	5	1	0
226008	RES	735	34	32	59	31	33	59	3	0	0
226009	RES	807	34	33	59	31	33	59	3	0	0
226014	RES	284	47	46	77	43	45	77	3	0	0
226018	RES	482	48	47	74	44	46	74	3	0	0
226019	RES	386	45	44	74	42	44	74	4	0	0
226020	RES	457	46	45	73	42	44	73	4	1	0
226021	RES	553	41	39	69	37	39	69	4	0	0
226023	RES	194	47	46	79	43	45	79	4	1	0
226024	RES	573	39	38	68	35	37	68	4	0	0
226026	RES	414	46	45	74	43	44	73	4	0	0
226028	RES	517	42	40	68	38	40	68	3	0	0
226029	RES	177	50	49	82	46	48	82	3	0	0
226030	RES	120	56	55	86	52	54	85	4	1	0
226033	RES	488	42	41	70	38	40	69	3	0	0
226034	RES	602	38	36	63	34	36	63	3	0	0
226036	RES	138	51	49	83	47	49	83	4	1	0
226037	RES	122	51	50	84	48	50	84	3	0	0
226041	RES	100	52	51	86	48	50	86	4	1	0
226042	RES	640	37	36	66	34	35	66	3	0	0
226047	RES	211	51	50	80	47	49	80	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
226049	RES	699	36	34	62	32	34	62	3	0	0
226050	RES	178	52	51	82	49	51	82	4	0	0
226051	RES	659	36	35	62	33	35	62	3	0	0
226054	RES	58	60	59	91	56	58	91	4	1	0
226060	RES	262	51	50	79	48	50	79	4	1	0
226064	RES	304	48	47	77	44	46	77	4	1	0
226066	RES	817	34	32	59	30	32	59	4	0	0
226067	RES	830	30	29	55	27	29	55	4	0	0
226069	RES	344	49	48	76	45	47	76	4	1	0
226073	RES	783	35	34	61	32	34	61	3	0	0
226097	RES	723	40	39	66	36	38	66	4	0	0
226101	RES	199	54	52	80	50	52	80	4	1	0
226104	RES	817	39	38	65	36	37	65	3	0	0
226109	RES	413	50	48	74	46	48	74	3	0	0
226110	RES	57	61	59	93	57	59	93	4	1	0
226112	RES	239	51	50	80	47	49	80	4	0	0
226118	RES	798	37	36	65	33	35	65	4	0	0
226122	RES	308	50	49	76	46	48	76	4	0	0
226131	RES	748	37	36	65	34	36	65	4	0	0
226133	OED	266	54	53	83	50	52	83	4	1	0
226137	RES	792	38	37	65	35	37	65	4	0	0
226139	OED	245	48	47	79	45	47	79	3	0	0
226141	RES	479	43	42	70	40	42	70	3	0	0
226142	RES	183	53	52	83	50	52	82	3	0	0
226145	RES	918	38	37	65	35	37	65	4	0	0
226148	RES	730	41	39	67	37	39	67	4	0	0
226197	RES	364	54	53	79	51	53	79	4	1	0
226212	RES	169	56	55	81	53	55	81	3	0	0
226252	RES	164	51	49	80	47	48	79	4	0	0
226255	RES	152	54	52	84	49	51	84	4	1	0
226258	RES	200	43	42	73	39	41	73	4	1	0
226269	RES	1410	44	43	70	40	42	71	4	1	0
226271	RES	134	50	48	79	45	48	79	4	1	0
226275	RES	1390	44	43	70	40	42	70	4	1	0
226277	RES	1346	44	42	70	39	41	70	4	1	0
226296	RES	1198	46	45	72	42	44	72	4	1	0
226302	RES	1144	45	43	70	41	43	71	4	1	0
226308	RES	343	54	52	79	50	52	79	4	1	0
226310	RES	301	54	53	80	50	52	80	4	1	0
226317	RES	238	57	56	83	53	55	83	4	1	0
226318	RES	197	58	57	84	54	56	84	4	1	0
226324	RES	540	53	52	79	49	51	79	4	1	0
226329	RES	539	53	52	79	49	51	79	4	1	0
226330	RES	1648	47	46	71	43	45	71	4	1	0
226336	RES	619	51	50	76	47	49	76	4	1	0
226341	RES	613	53	52	79	49	51	79	4	1	0
226353	RES	1215	49	47	73	44	46	73	4	1	0
226355	RES	664	52	51	77	48	50	77	4	1	0
226357	RES	1721	42	41	66	38	40	66	4	1	0
226364	RES	1675	46	45	68	42	44	68	4	1	0
226370	RES	1717	45	43	66	41	43	66	4	1	0
226371	RES	1110	47	46	71	43	45	72	4	1	0
226373	RES	1162	44	43	69	40	42	69	4	1	0
226375	RES	1262	42	41	67	38	40	68	4	1	0
226376	RES	1268	43	42	69	39	41	69	4	1	0
226380	RES	1402	45	43	70	40	42	70	4	1	0
226383	RES	857	49	48	71	45	47	71	4	1	0
226384	RES	1188	46	45	68	42	44	68	4	1	0
226386	RES	1137	48	46	70	44	46	70	4	1	0
226393	RES	499	52	51	75	48	50	75	4	1	0
226399	RES	253	55	54	84	51	53	84	4	1	0
226402	RES	349	54	53	77	50	52	77	4	0	0
226413	OOA	728	51	50	74	47	49	75	4	1	-1
226417	OOA	696	51	50	74	47	49	74	4	0	-1
226424	RES	853	47	46	73	43	45	73	4	1	0
226432	RES	401	55	53	77	51	53	78	4	0	-1
226433	RES	113	62	61	90	58	60	90	4	1	0
226445	RES	1890	40	39	67	36	38	67	4	1	0
226453	RES	135	58	57	85	54	56	85	4	1	0
226454	RES	1838	40	39	66	36	38	66	4	1	0
226464	RES	144	55	54	83	51	53	83	4	1	0
226465	OED	62	65	63	90	61	63	90	4	1	0
226468	RES	251	52	51	83	48	50	83	4	1	0
226471	OED	75	62	61	88	58	60	88	4	1	0
226472	RES	186	51	49	75	47	49	75	4	1	0
226473	OED	112	60	59	86	56	58	86	4	1	0
226474	RES	271	51	49	84	47	49	84	4	1	0
226475	RES	63	65	63	90	61	63	90	4	1	0
226477	OED	84	61	60	88	57	59	87	4	1	0
226478	OED	84	61	60	88	57	59	88	4	1	0
226479	OED	130	58	57	86	54	56	86	4	1	0

Receiver ID	Receiver Use	Distance from A2I alignment, m	Rail noise level with project, dBA			Existing rail noise levels, dBA			Change in noise level, dBA		
			LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax	LAeq (15hr) Day	LAeq (9hr) Night	LAmax
226480	OED	129	58	57	84	54	56	84	4	1	0
226481	RES	81	62	61	88	58	60	88	4	1	0
226482	OED	138	58	57	83	54	56	83	4	1	0
226484	OED	142	53	52	84	49	51	84	4	1	0
226487	OED	151	55	54	80	51	53	80	4	1	0
226489	RES	321	52	50	81	48	50	81	4	1	0
226495	RES	79	62	61	88	58	60	88	4	1	0
226496	RES	153	58	57	83	54	56	83	4	1	0
226502	RES	259	53	52	80	49	51	80	4	1	0
226504	RES	232	54	52	81	49	52	81	4	1	0
226506	RES	318	51	50	76	47	49	76	4	1	0
226507	RES	59	65	63	90	62	64	91	3	0	-1
226509	RES	204	57	56	82	53	55	82	4	0	0
226510	RES	276	52	50	75	48	50	75	4	0	0
226513	RES	51	65	63	91	62	64	92	3	-1	-2
226515	RES	167	58	56	81	54	56	81	4	1	0
226519	RES	329	47	46	74	43	45	74	4	1	0
226525	RES	256	52	50	75	48	50	75	4	1	0
226526	RES	313	50	48	74	46	48	74	4	1	0
226529	RES	225	54	53	77	50	52	78	4	0	-1
226531	RES	79	62	61	88	58	60	89	4	0	-1
226537	RES	326	50	49	77	46	48	77	4	1	0
226541	RES	1459	28	27	52	24	26	52	4	1	0
226543	RES	1447	45	44	71	41	43	71	4	1	0
226547	RES	370	49	48	72	45	47	72	4	1	0
226549	RES	1545	43	41	68	38	40	68	4	1	0
226552	RES	1614	37	36	63	33	35	63	4	1	0
226554	RES	1604	43	42	69	39	41	69	4	1	0
226555	RES	1623	38	36	63	33	35	63	4	1	0
226556	RES	1014	47	46	72	43	45	72	4	1	0
226559	RES	1684	41	39	66	36	38	66	4	1	0
226560	RES	1682	29	28	53	25	27	53	4	1	0
226565	RES	1382	46	44	70	41	43	70	4	1	0
226566	RES	1423	45	44	70	41	43	70	4	1	0
226567	RES	1432	45	44	70	41	43	70	4	1	0
226568	RES	1420	46	44	70	41	43	70	4	1	0
226571	RES	1467	44	43	70	40	42	70	4	1	0
226573	RES	1484	45	44	70	41	43	70	4	1	0
226574	RES	1502	44	43	69	40	42	69	4	1	0
226576	RES	1458	41	40	63	37	39	63	4	1	0
226577	RES	1464	40	39	64	36	38	64	4	1	0
226578	RES	1530	39	38	65	35	37	65	4	1	0
226584	RES	1460	45	44	68	41	43	68	4	1	0
226598	RES	370	52	51	77	49	51	75	4	0	1
226601	RES	839	49	48	73	45	47	73	4	1	0
226607	RES	873	48	46	70	44	46	70	4	1	1
226611	RES	948	47	46	70	43	45	70	4	1	0
1000385	RES	795	41	40	67	38	40	67	3	0	0
1000387	RES	795	43	42	68	40	42	68	3	0	0
1000418	RES	908	37	36	65	34	36	65	4	0	0
1000428	RES	211	55	53	83	51	53	83	4	1	0
1000429	RES	125	59	58	84	56	58	84	4	0	0
1000432	RES	293	55	54	82	51	53	82	4	1	0
1000858	RES	1258	45	44	66	41	43	65	4	1	1
1000916	RES	81	63	62	95	59	61	95	4	1	0



ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Albury Yard

APPENDIX E - Map 1 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Daytime noise criteria LAeq 15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LAmax 85dBA upgrading existing rail corridor

Noise contours are based on a set distance above the local terrain level of 2.4m.

ARTC InlandRail

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ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Albury Yard

APPENDIX E - Map 2 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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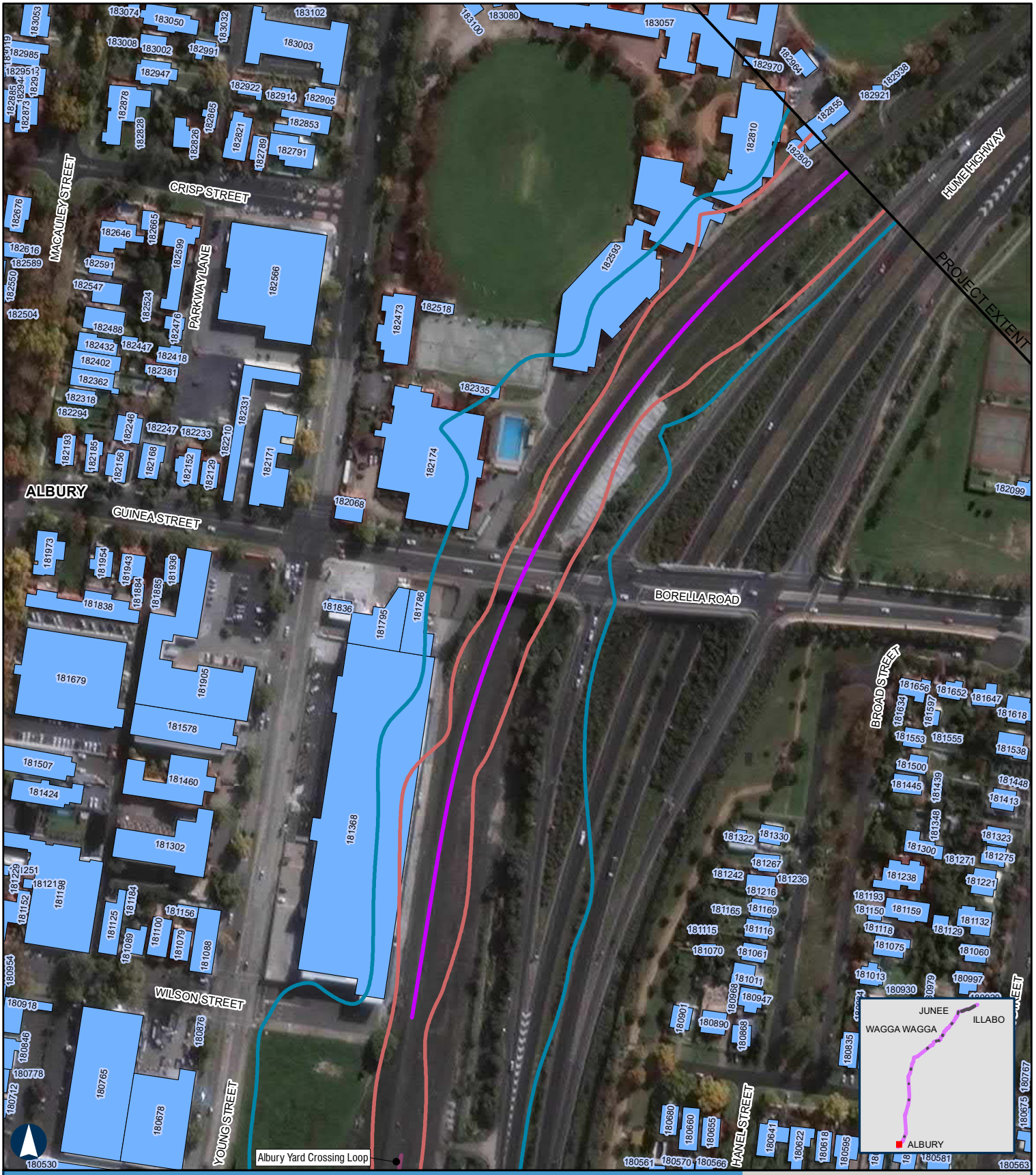

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Riverina Highway Bridge

APPENDIX E - Map 3 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Daytime noise criteria LAeq 15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LAmax 85dBA upgrading existing rail corridor

Noise contours are based on a set distance above the local terrain level of 2.4m.

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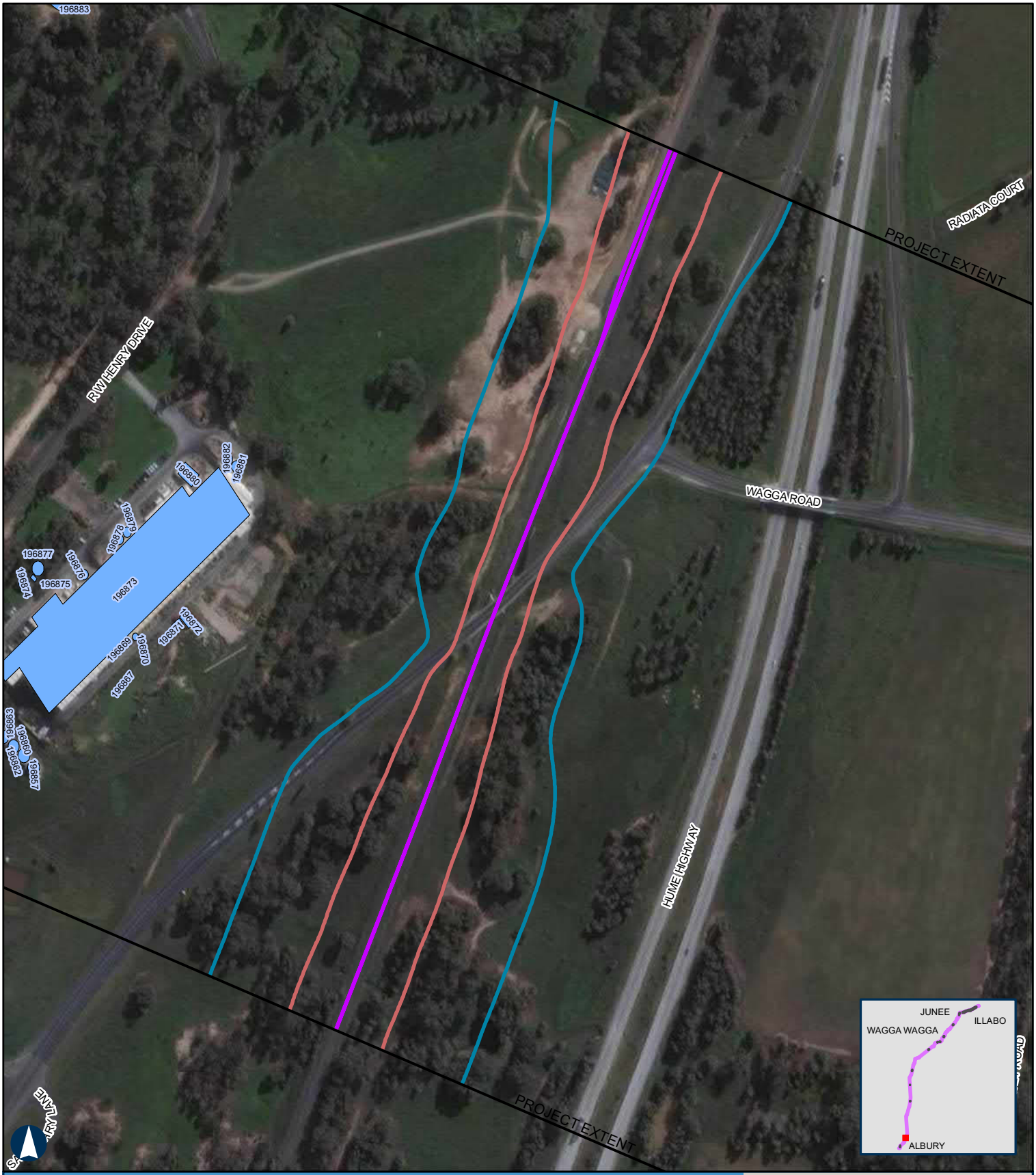

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Billy Hughes Bridge

APPENDIX E - Map 4 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Daytime noise criteria LAeq 15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LAmax 85dBA upgrading existing rail corridor

Noise contours are based on a set distance above the local terrain level of 2.4m.

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ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Culcairn Yard

APPENDIX E - Map 5 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Daytime noise criteria LAeq 15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LAmax 85dBA upgrading existing rail corridor

Noise contours are based on a set distance above the local terrain level of 2.4m.

ARTC InlandRail

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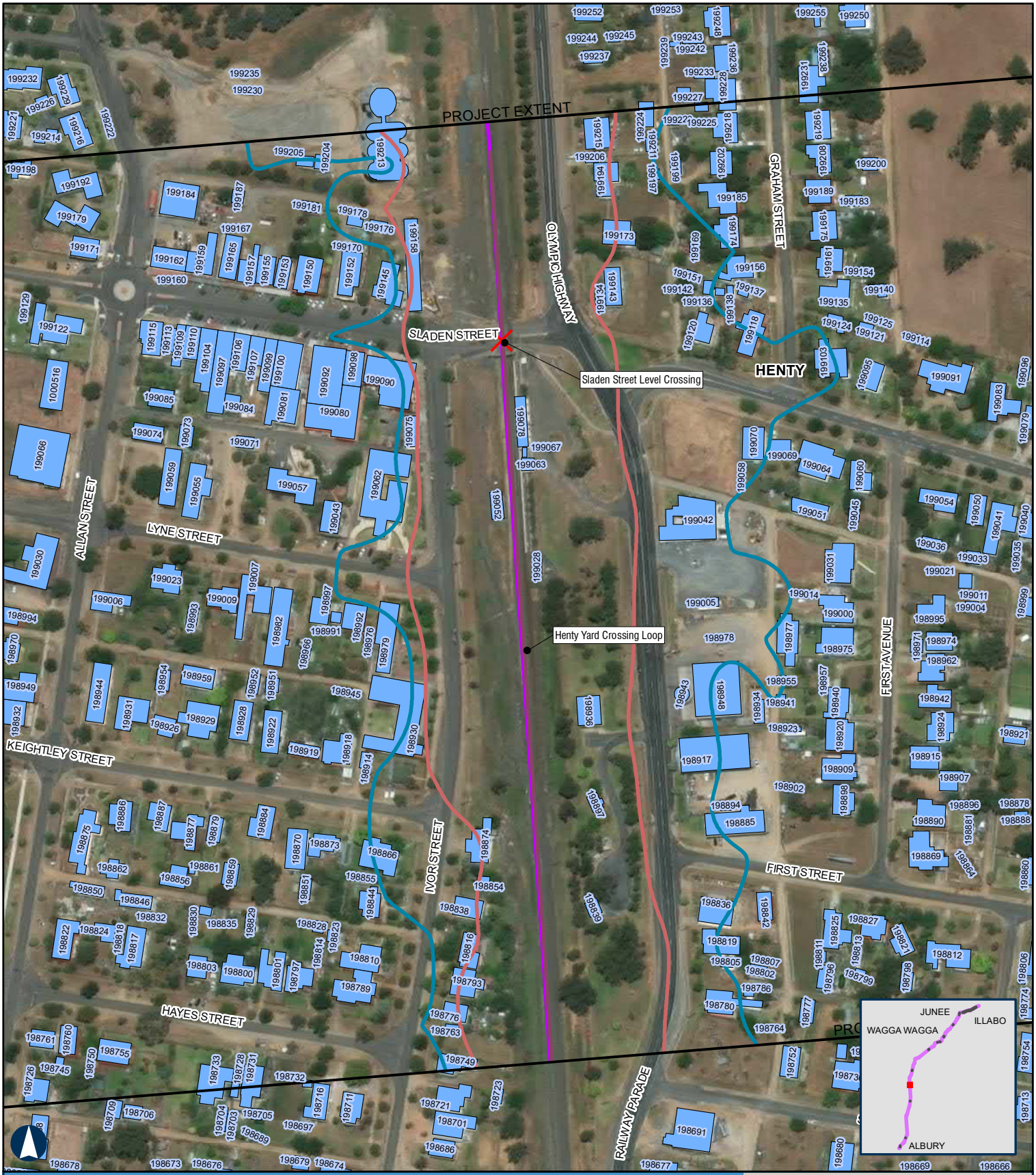

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Henty Yard

APPENDIX E - Map 6 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
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Noise contours are based on a set distance above the local terrain level of 2.4m.

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ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Yerong Creek Yard

APPENDIX E - Map 7 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
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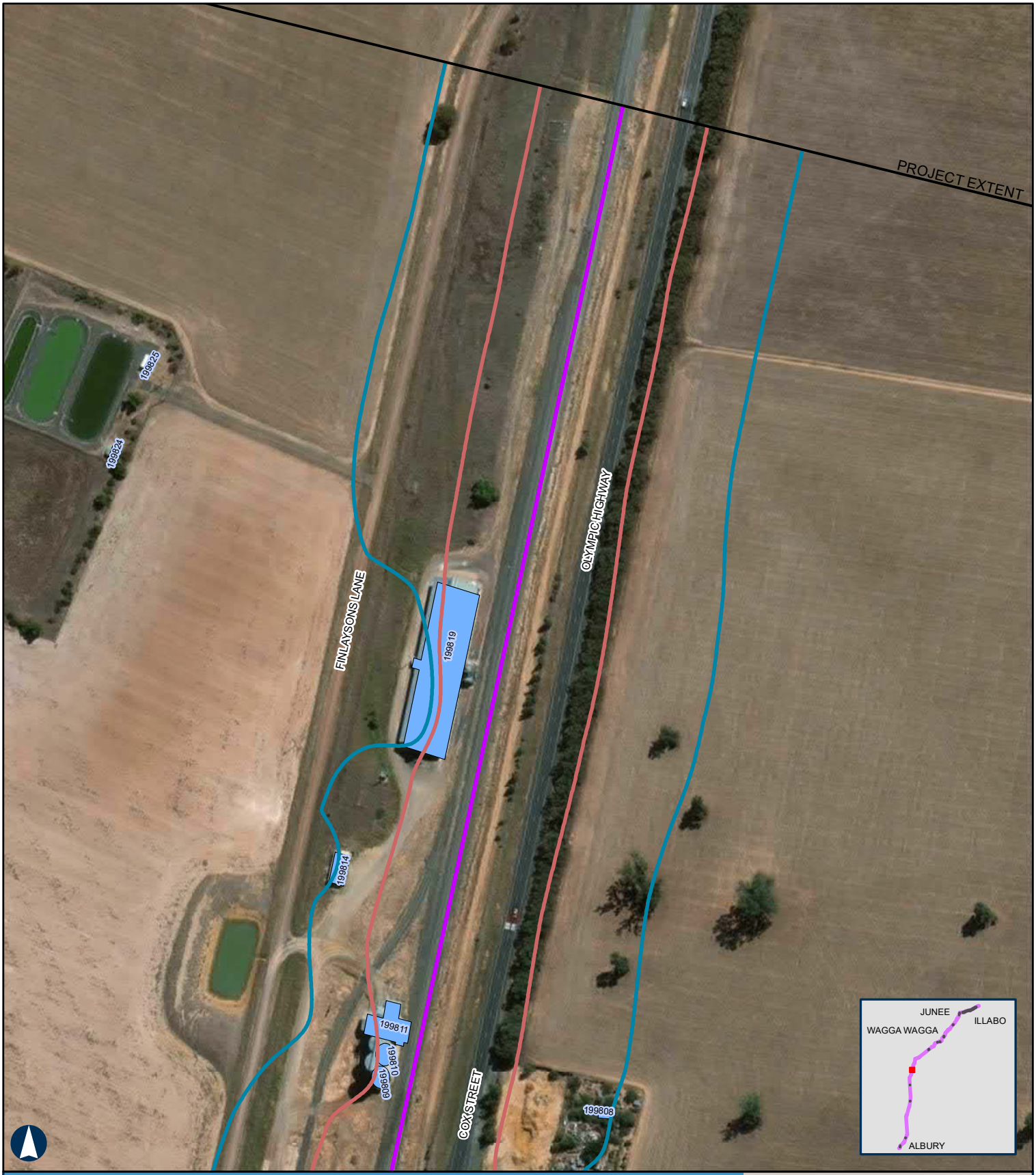

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Yerong Creek Yard

APPENDIX E - Map 8 of 37

100m

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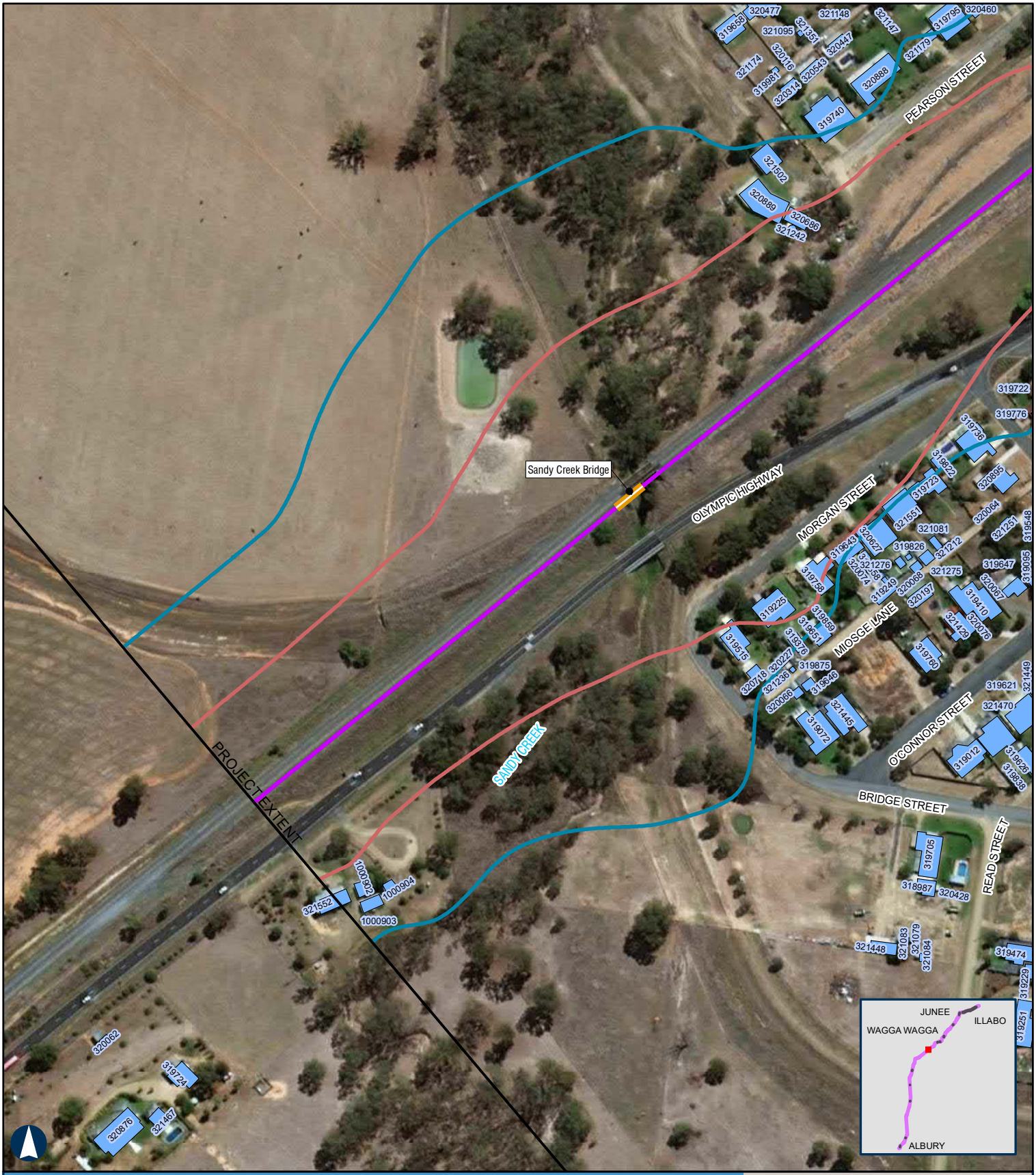

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Uranquinty Yard

APPENDIX E - Map 9 of 37

100m

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ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Uranquinty Yard

APPENDIX E - Map 10 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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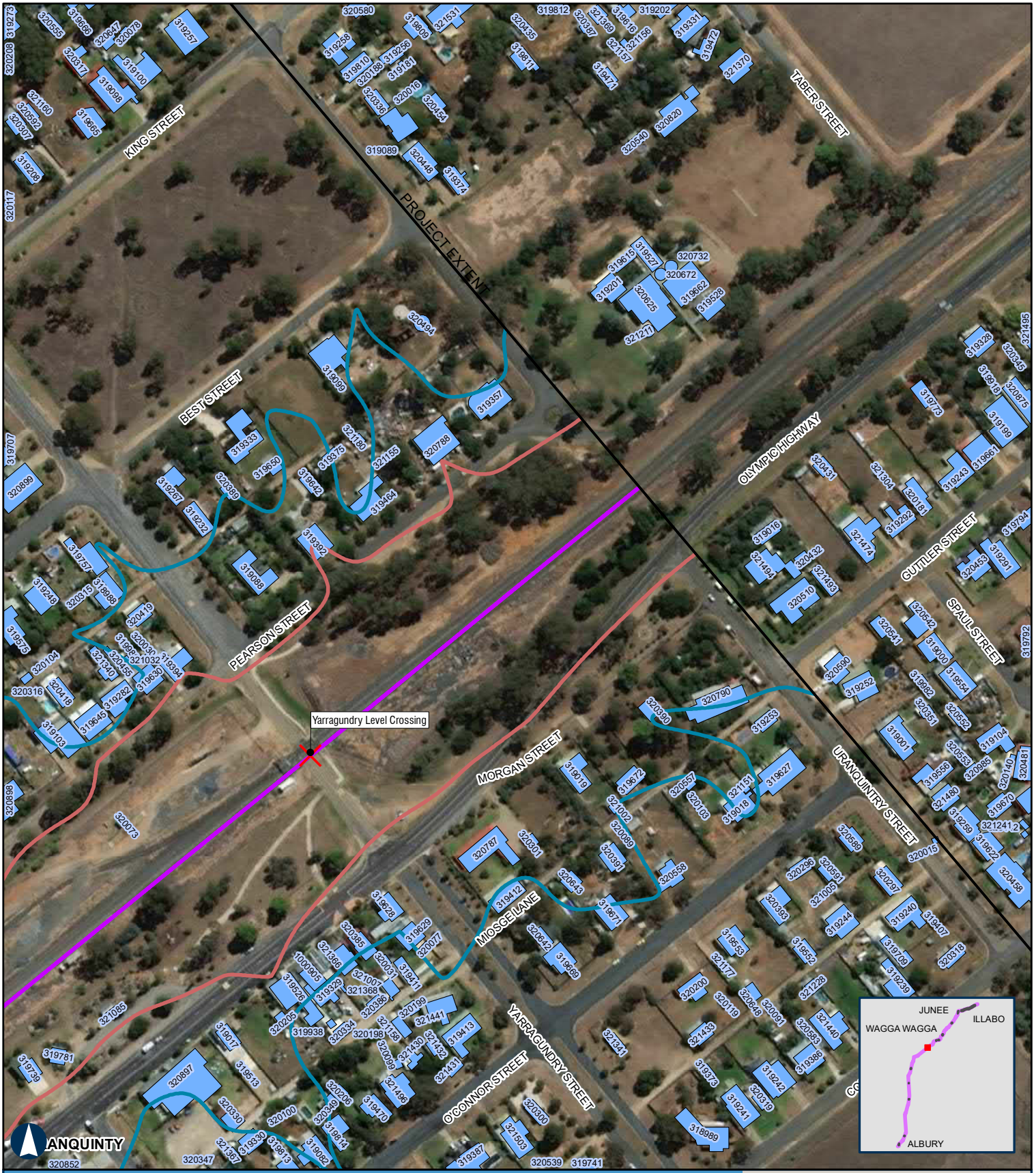

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Year 2040 Daytime Rail Noise Levels - Uranquinty Yard

APPENDIX E - Map 11 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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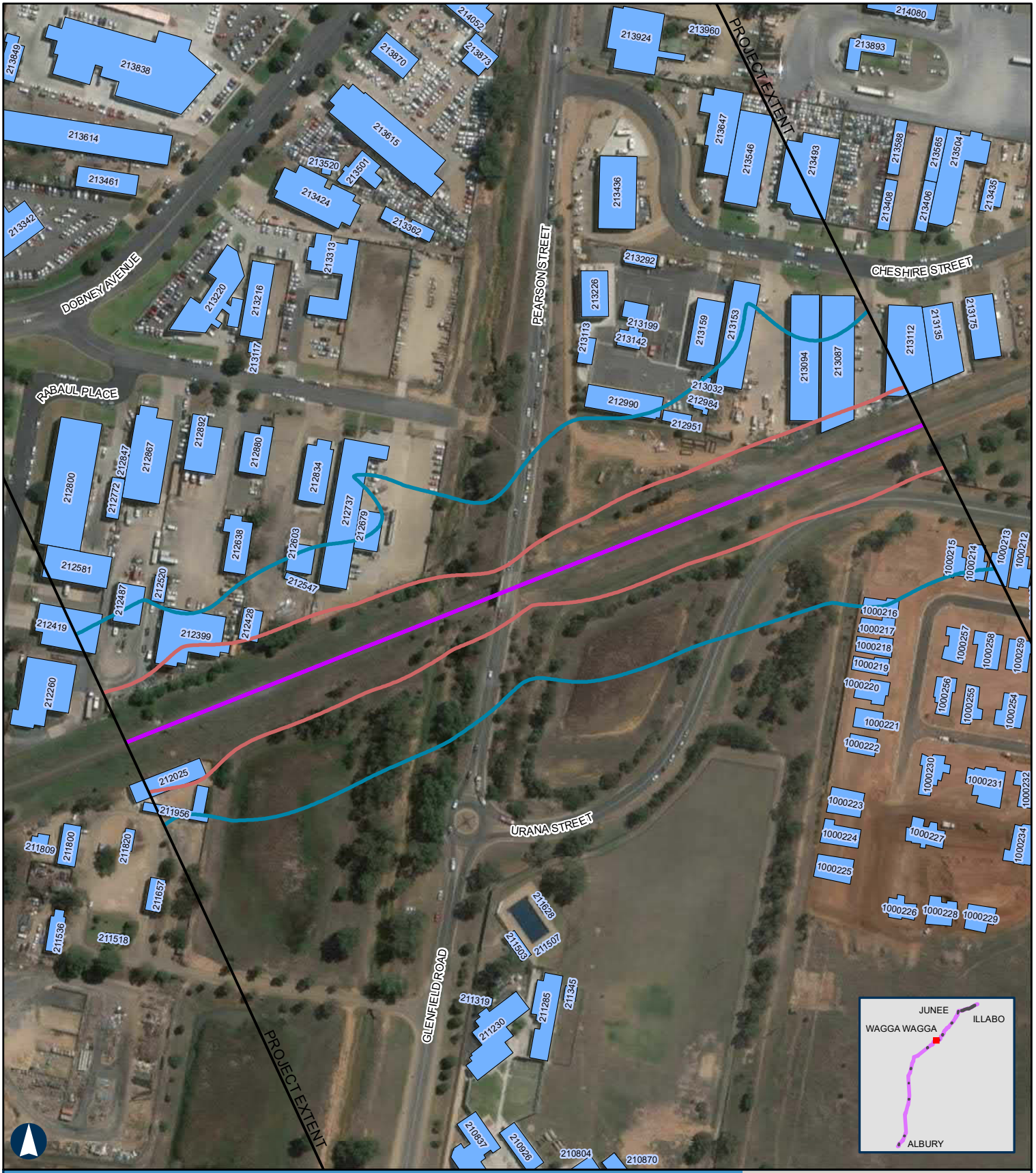

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Pearson Street Bridge

APPENDIX E - Map 12 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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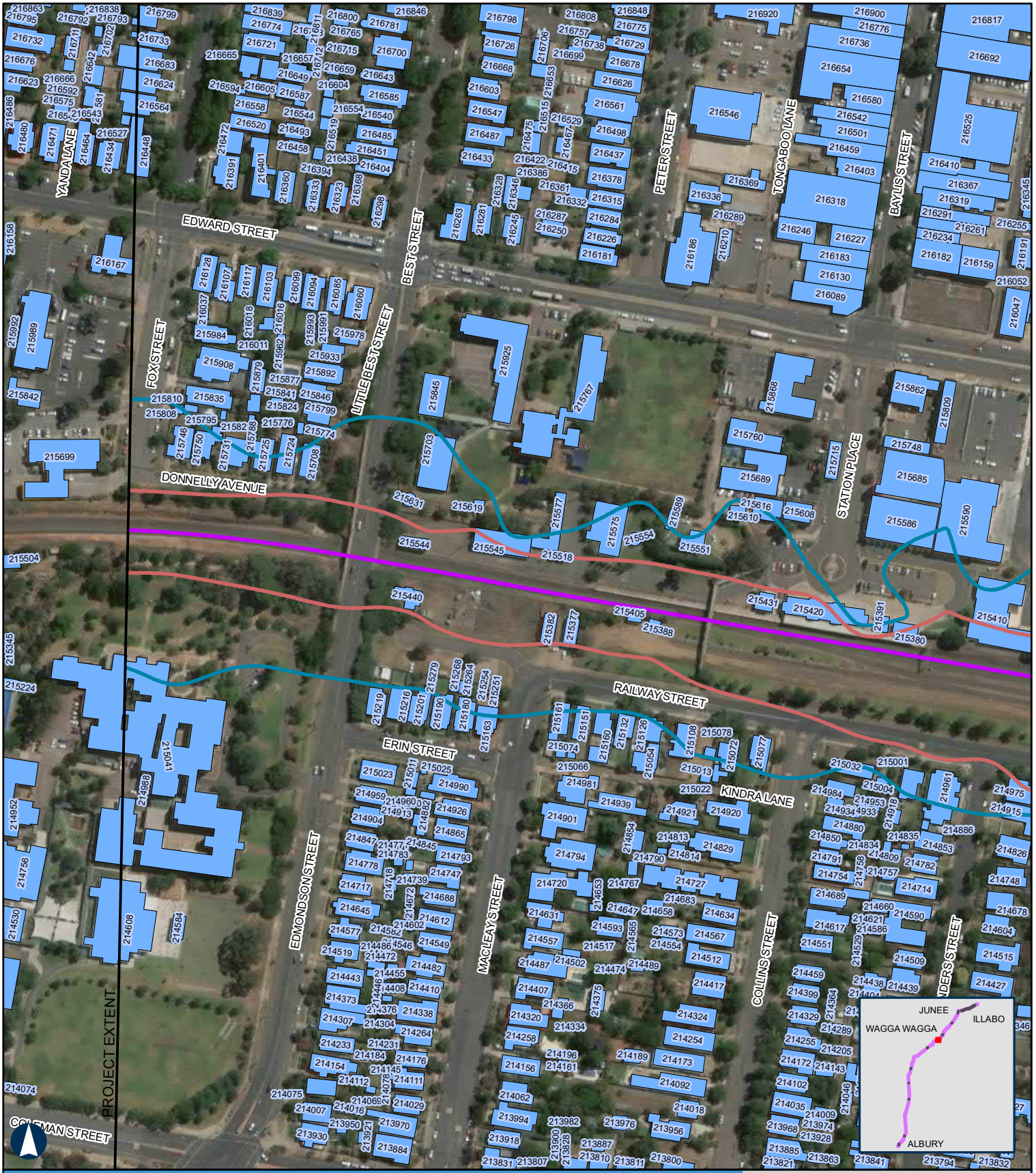

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Year 2040 Daytime Rail Noise Levels - Wagga Wagga Yard Section 1

APPENDIX E - Map 13 of 37

100m

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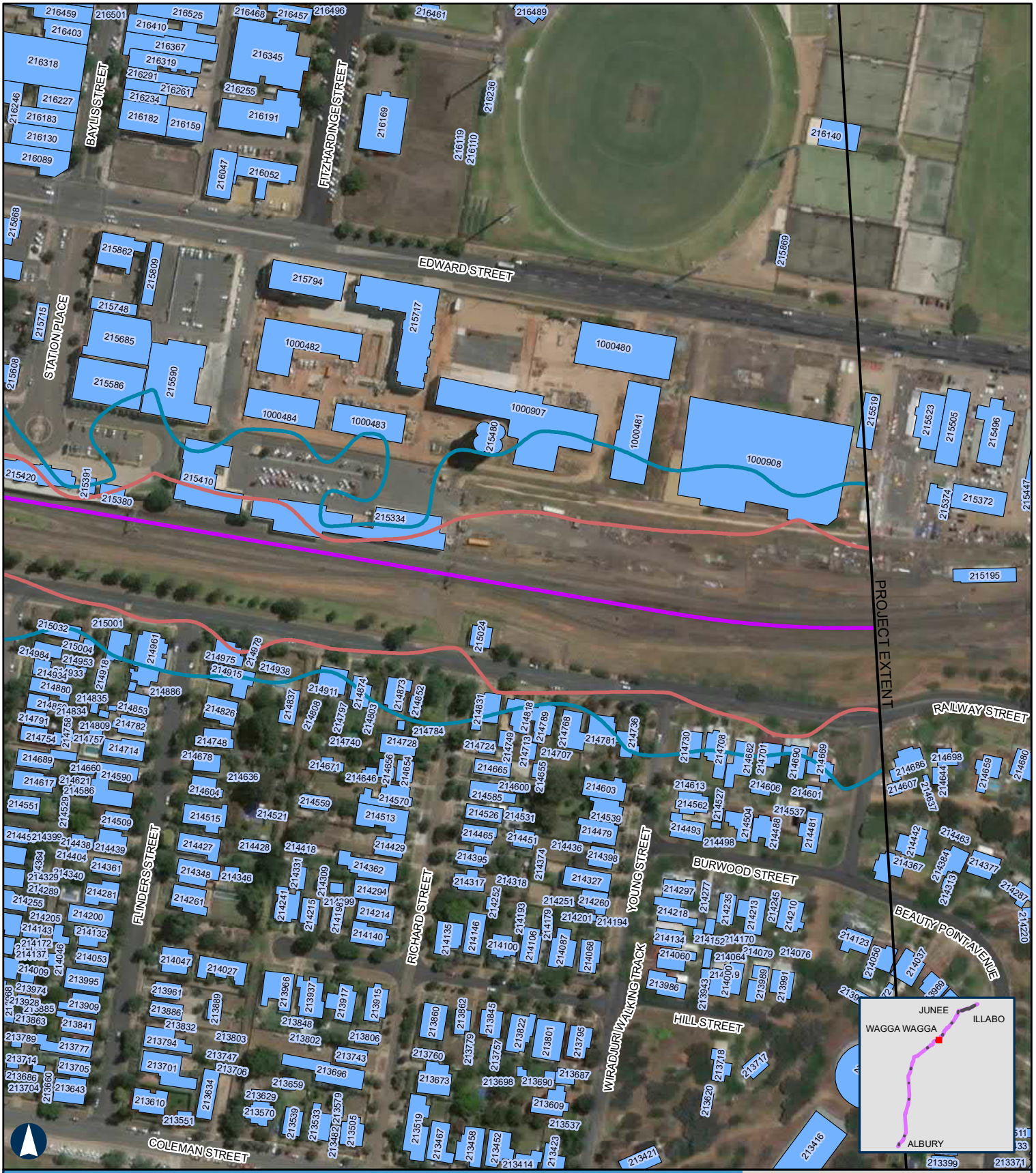

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Year 2040 Daytime Rail Noise Levels - Wagga Wagga Yard Section 2

APPENDIX E - Map 14 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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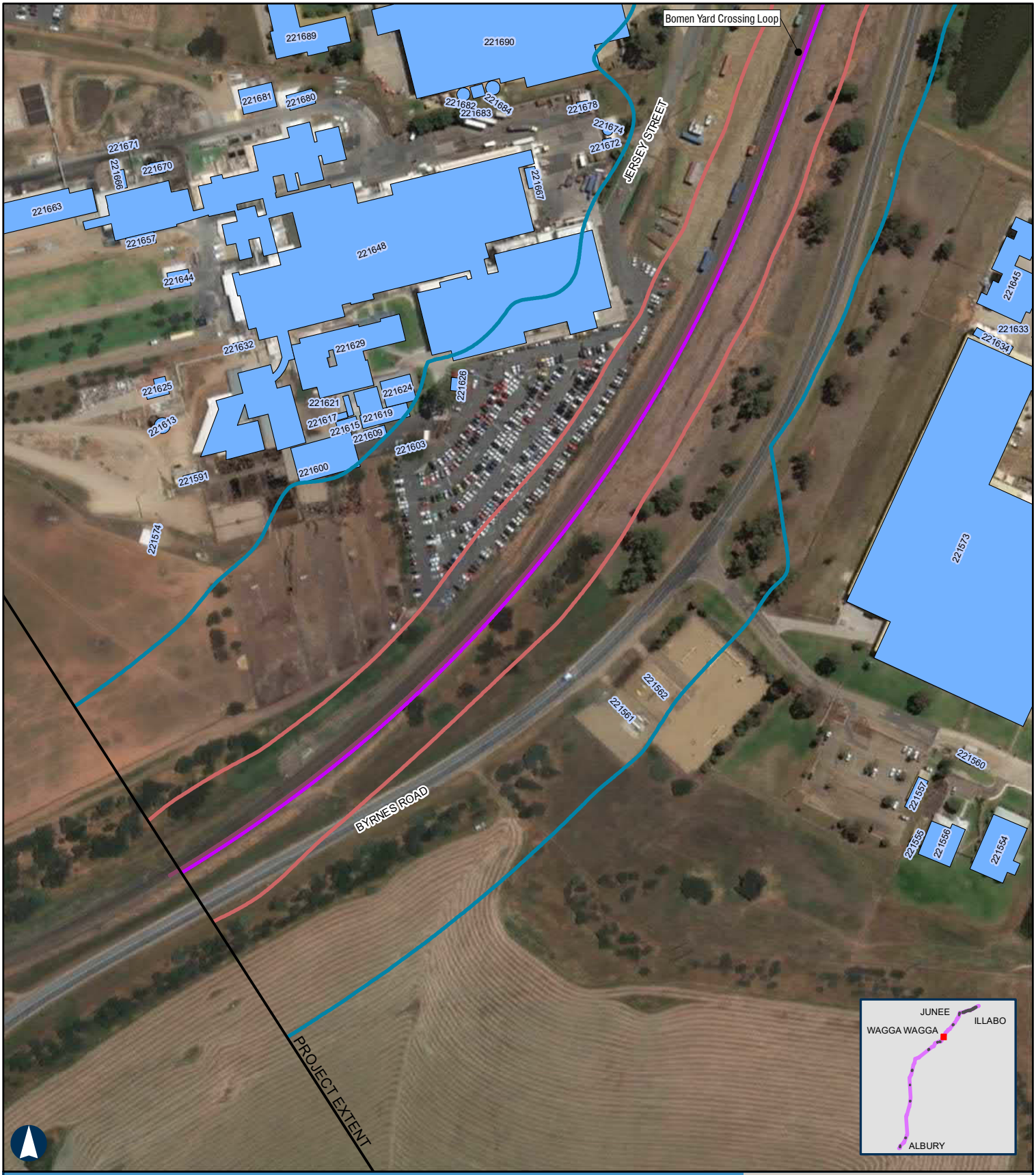

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Bomen Yard

APPENDIX E - Map 15 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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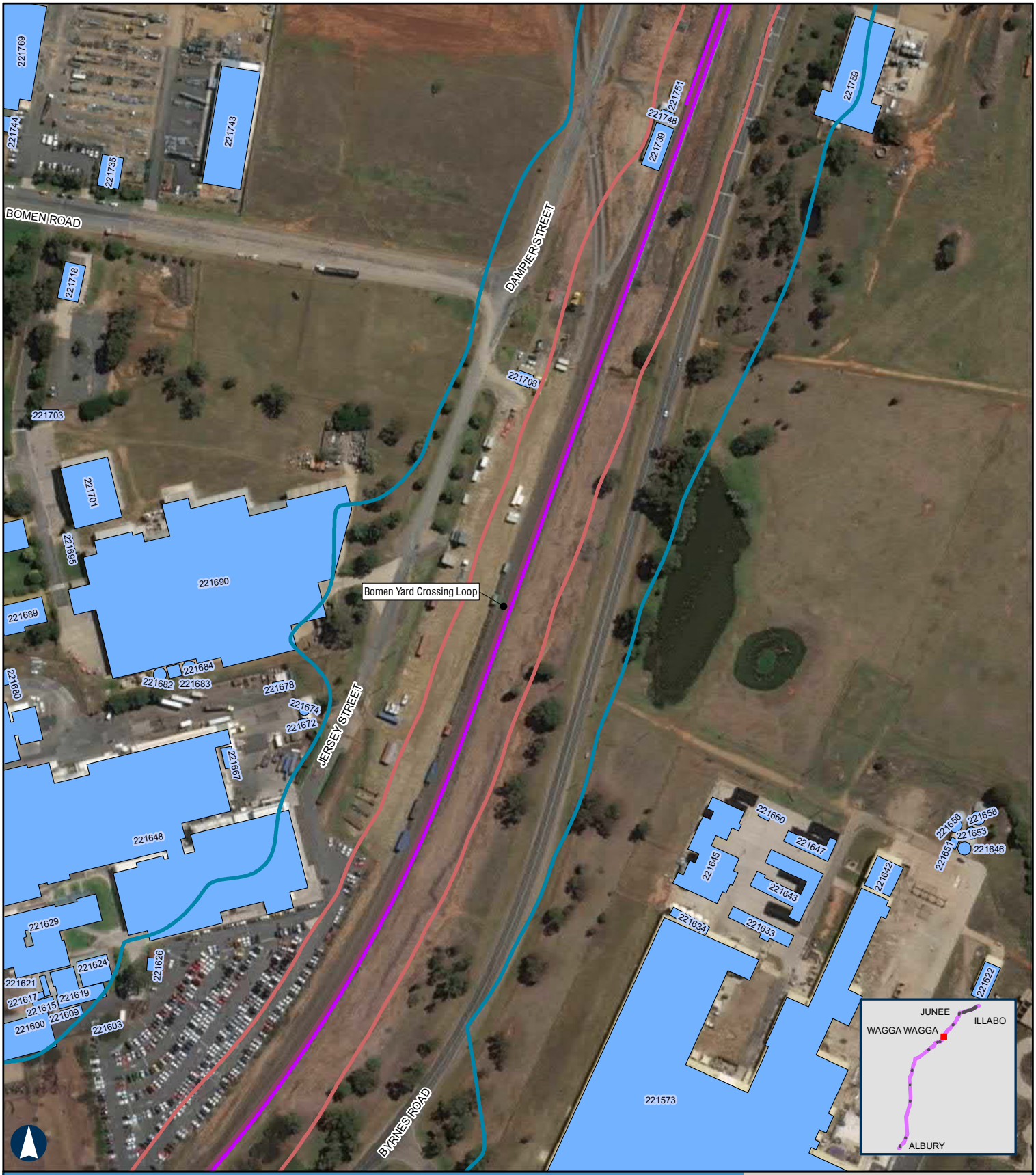

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Bomen Yard

APPENDIX E - Map 16 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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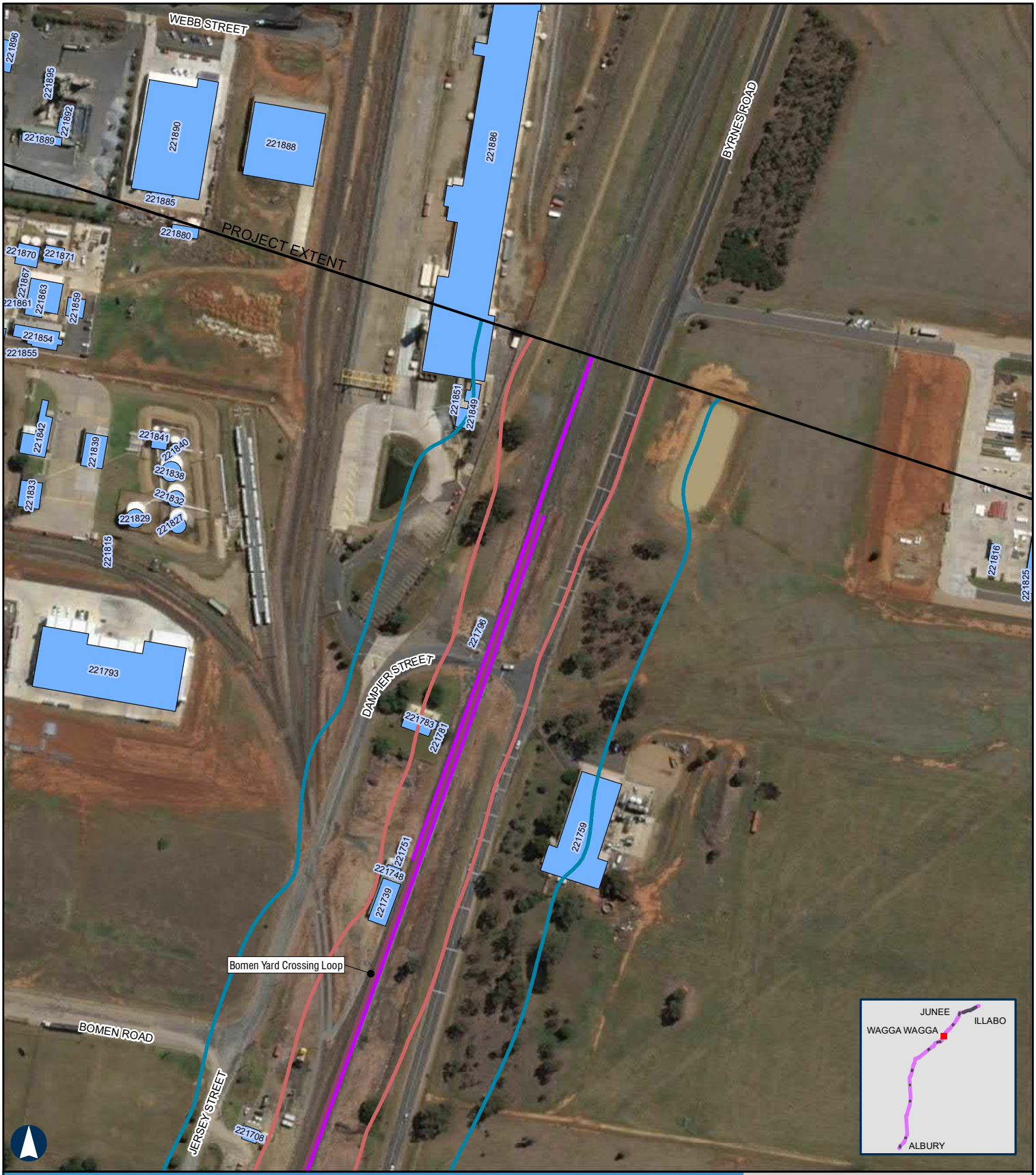

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Bomen Yard

APPENDIX E - Map 17 of 37

100m

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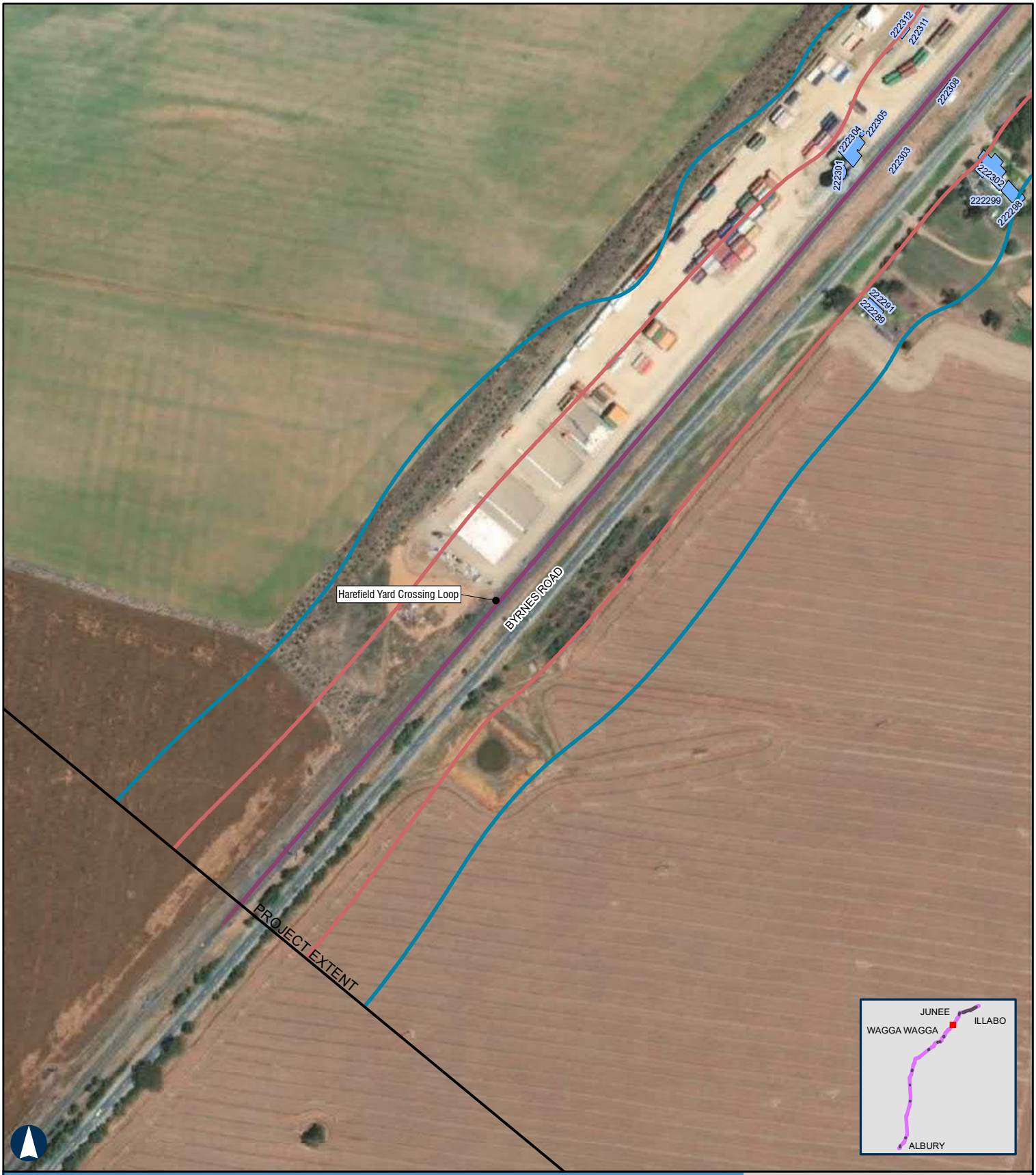

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Harefield Yard

APPENDIX E - Map 18 of 37

100m

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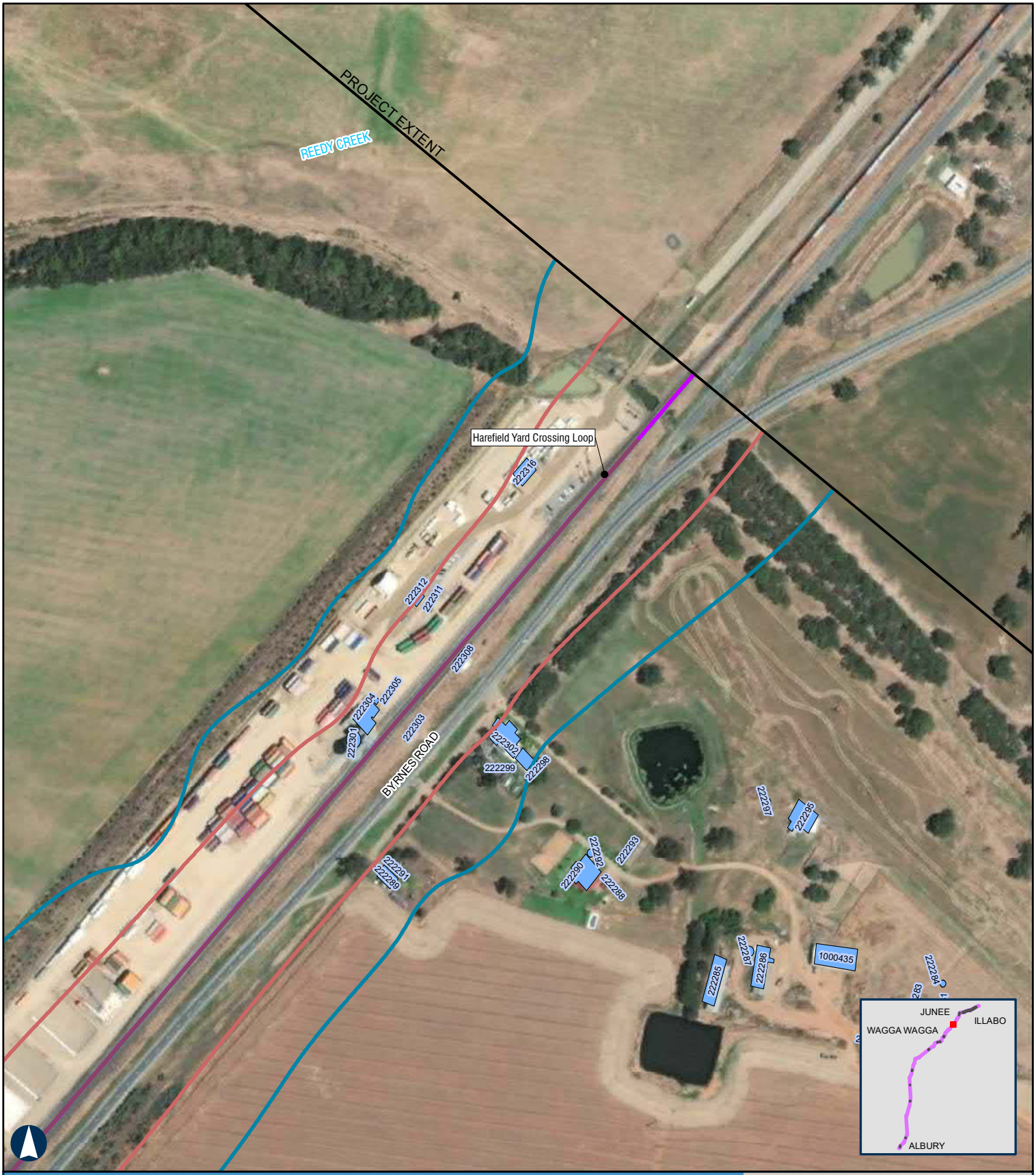

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Harefield Yard

APPENDIX E - Map 19 of 37

100m

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Year 2040 Daytime Rail Noise Levels - Junee Yard

APPENDIX E - Map 20 of 37

100m

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Year 2040 Daytime Rail Noise Levels - Olympic Highway Bridge

APPENDIX E - Map 21 of 37

100m

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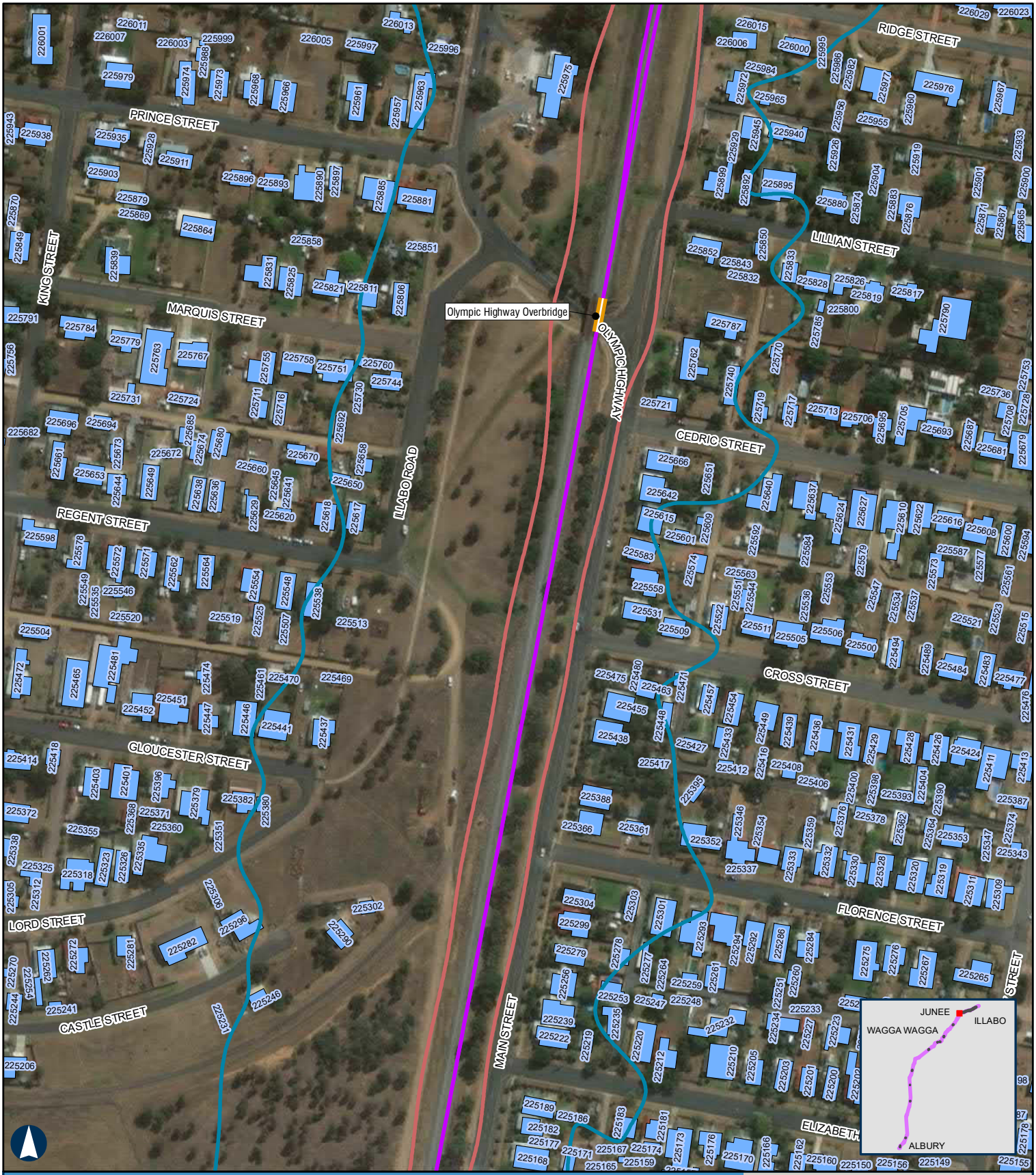

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee Yard

APPENDIX E - Map 22 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

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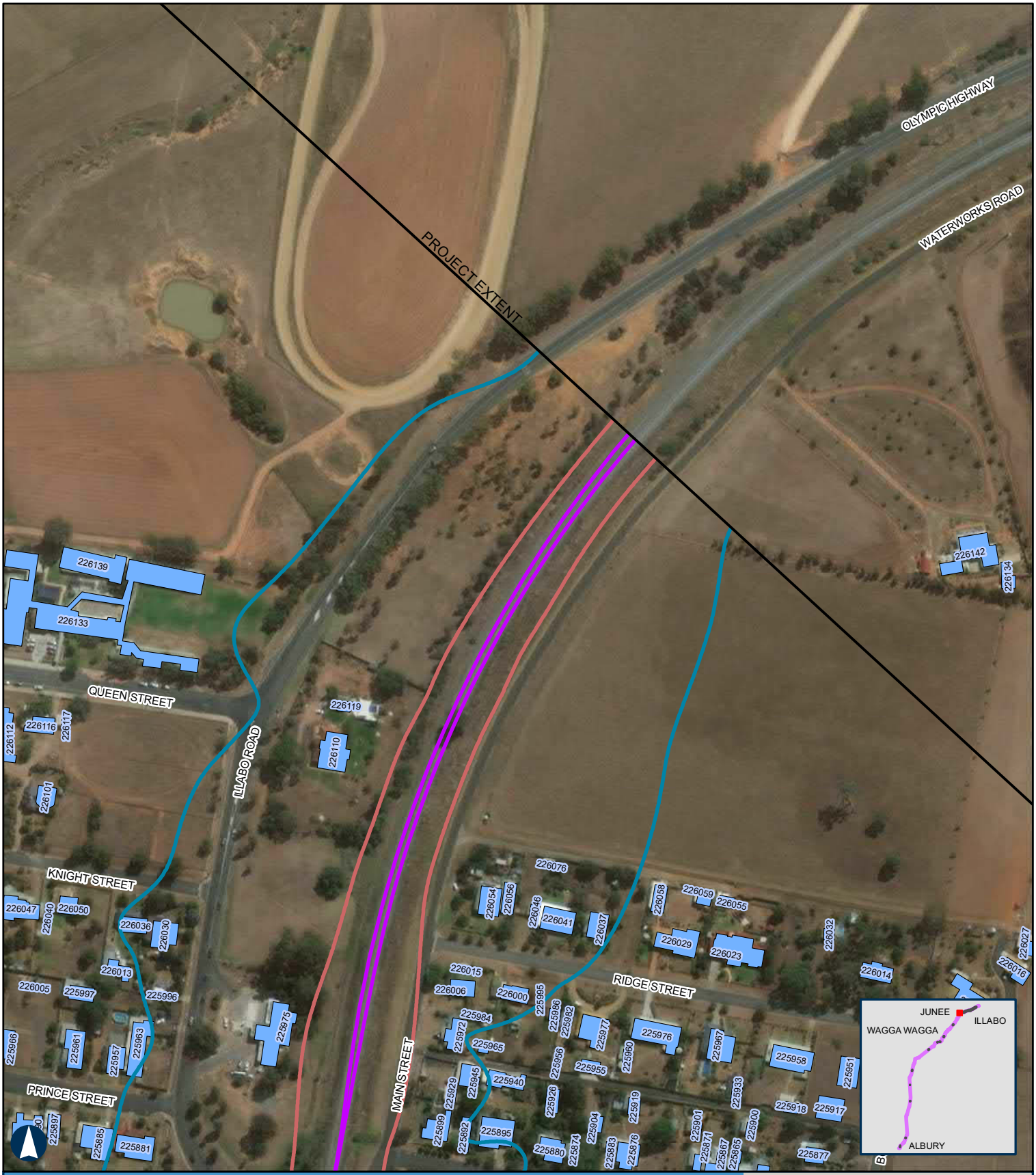

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee Yard

APPENDIX E - Map 23 of 37

100m

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ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 24 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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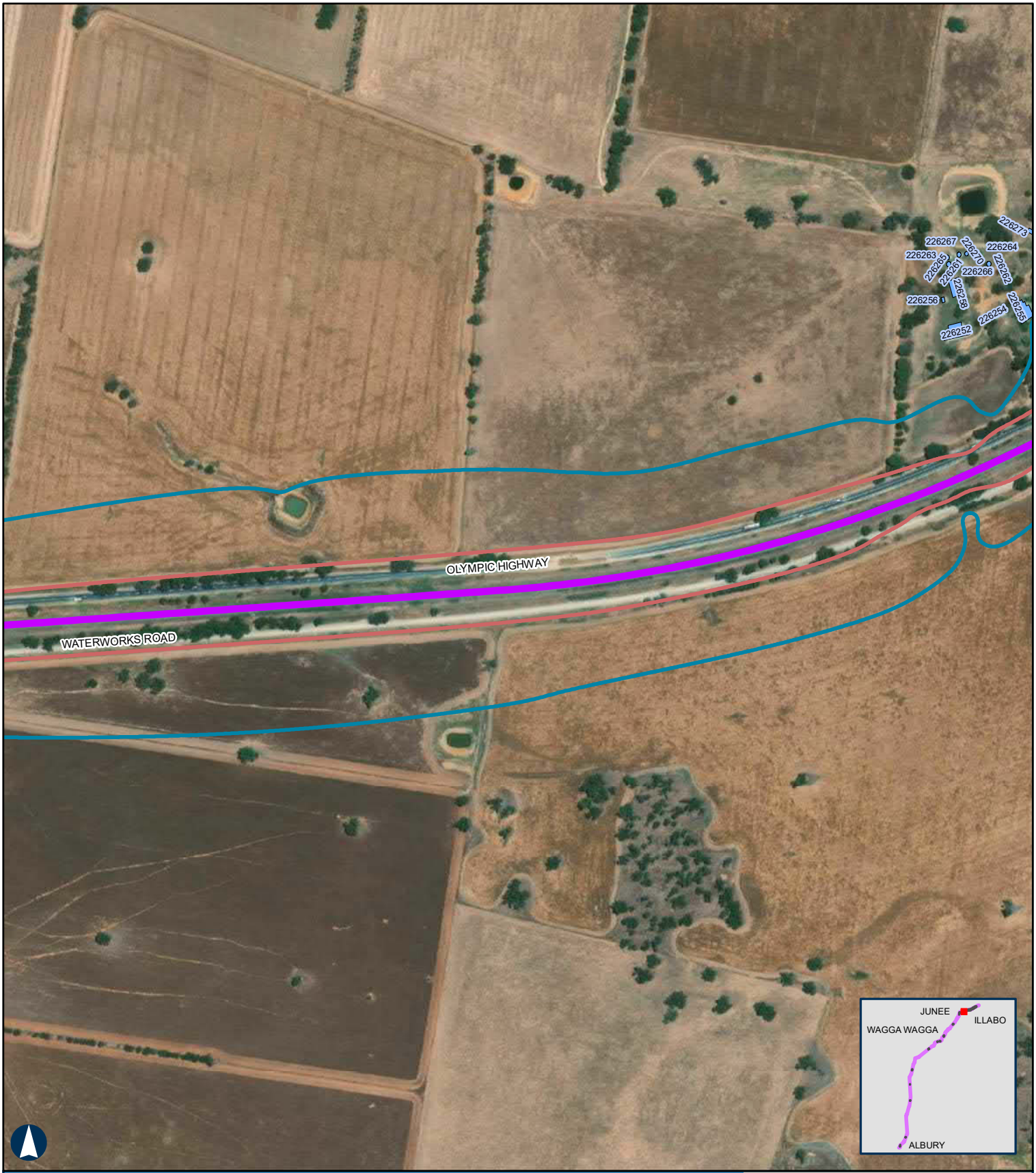

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 25 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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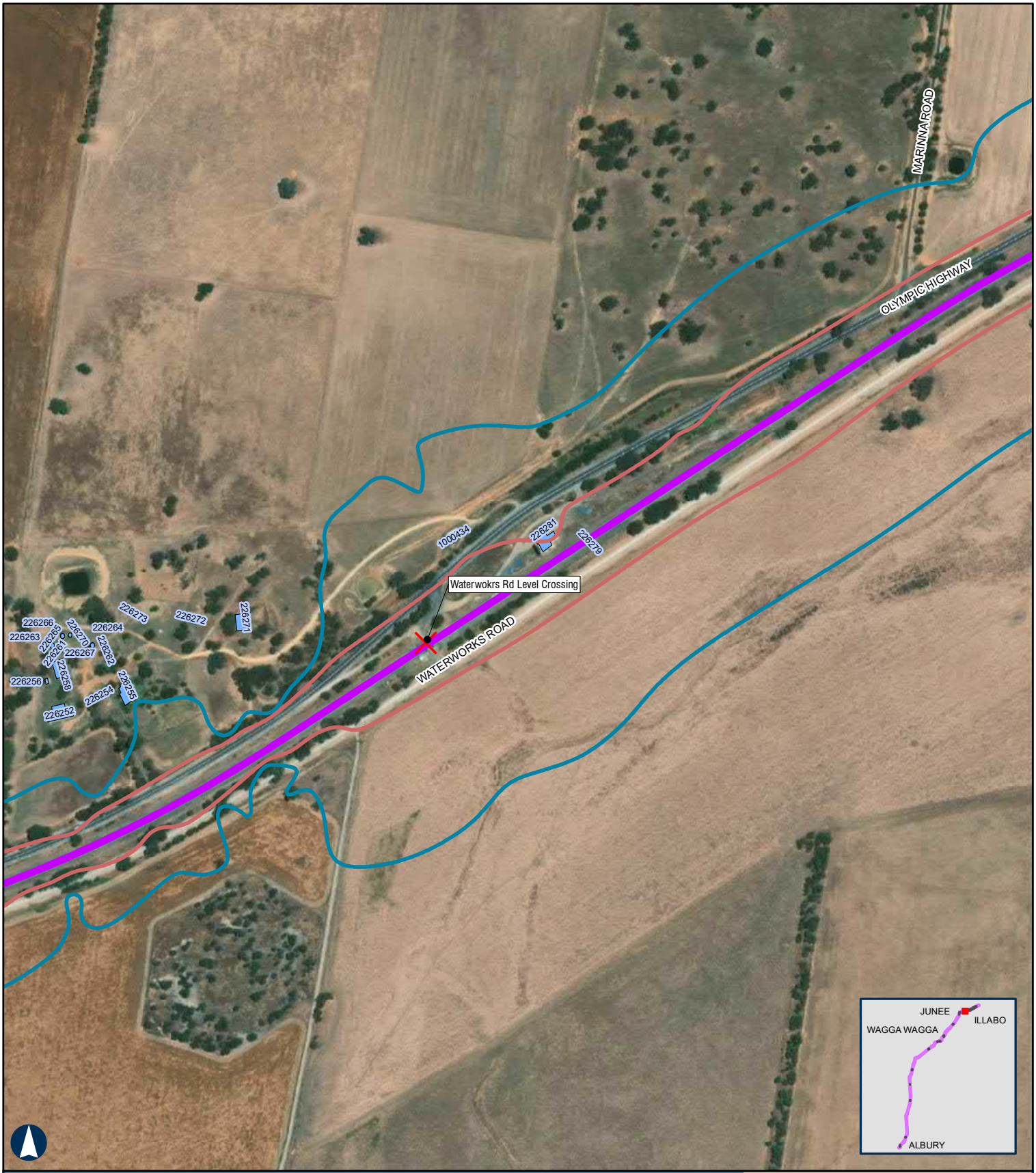

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 26 of 37

100m

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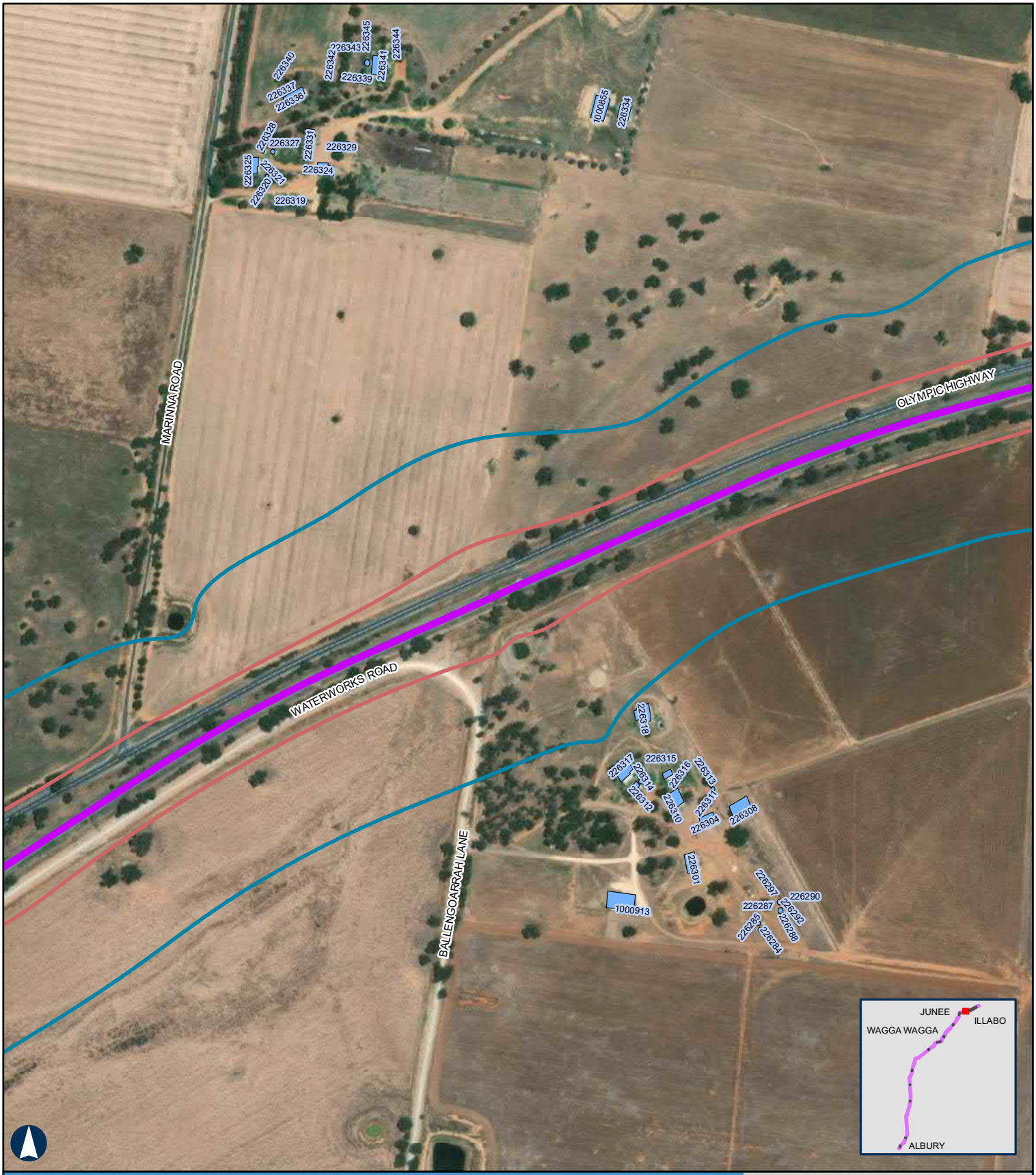

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 27 of 37

100m

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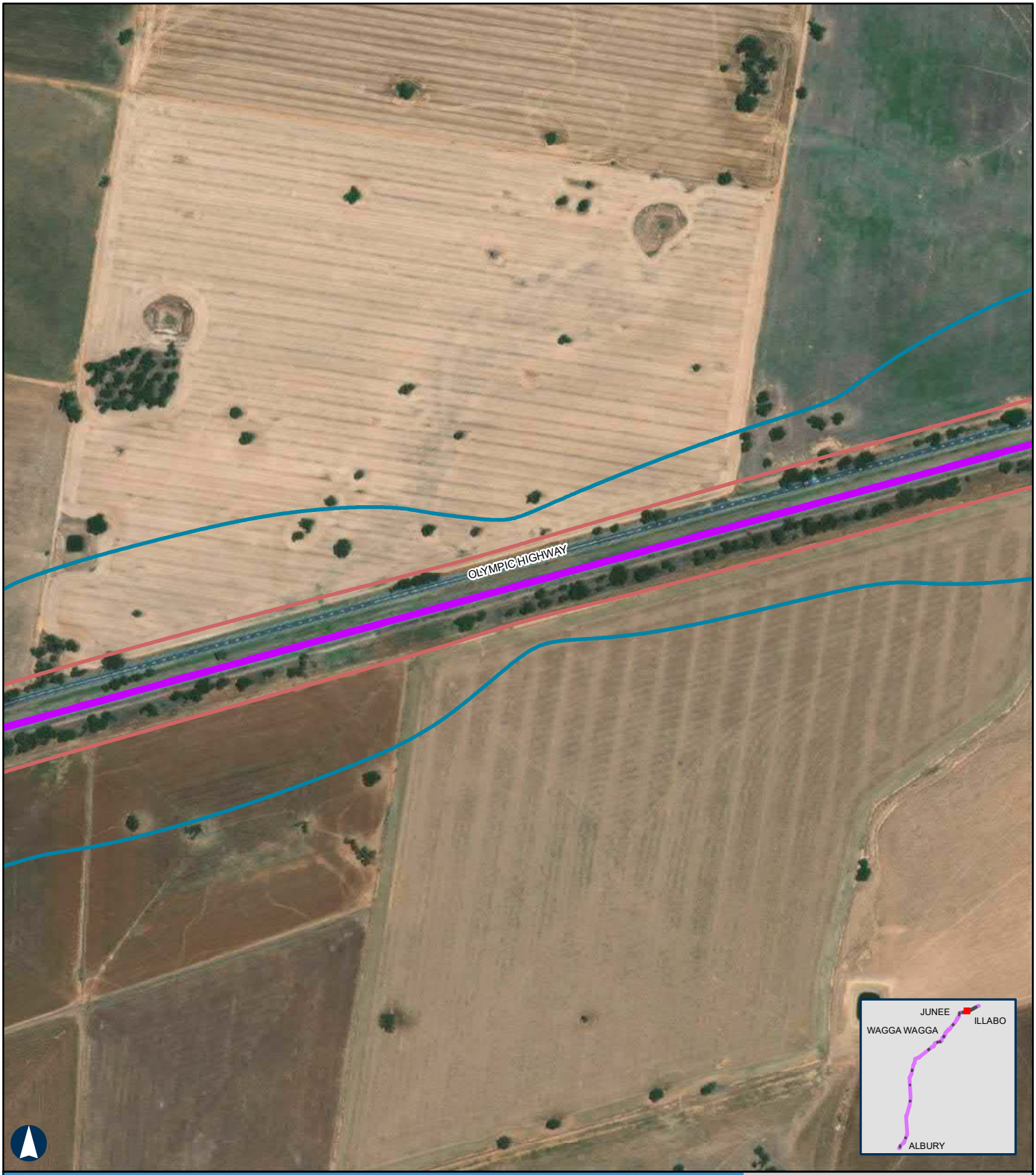

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 28 of 37

100m

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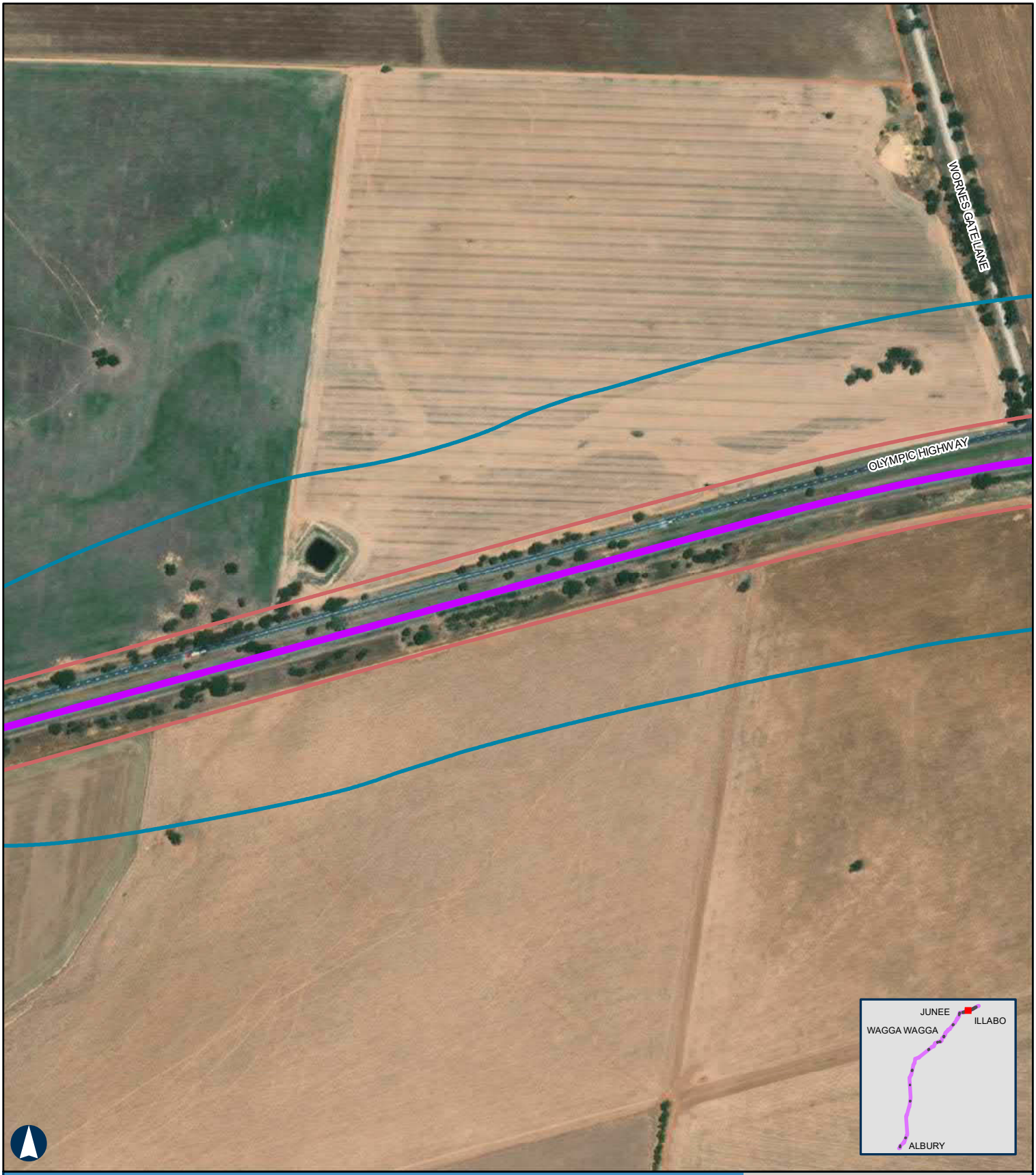

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 29 of 37

100m

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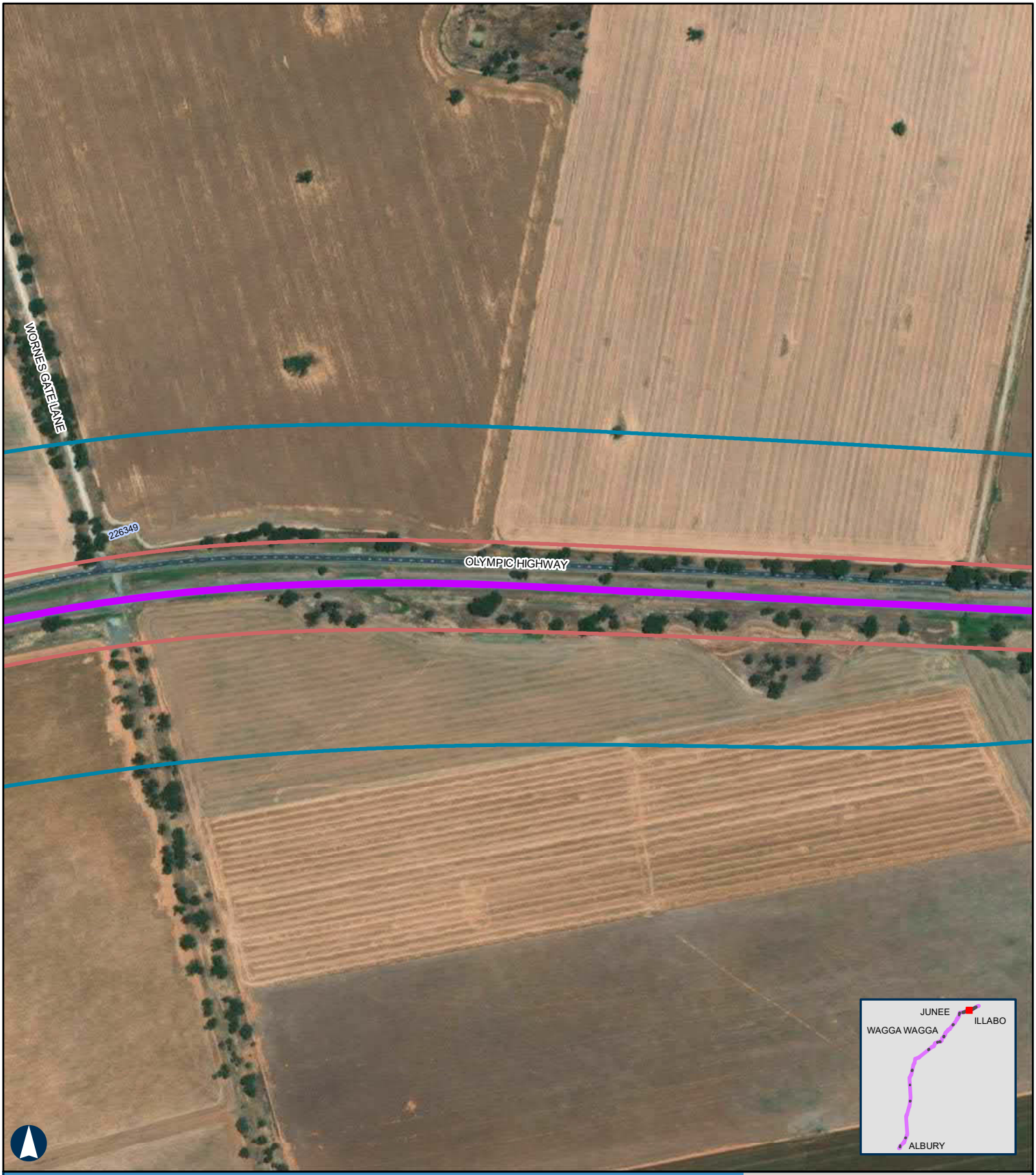

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 30 of 37

100m

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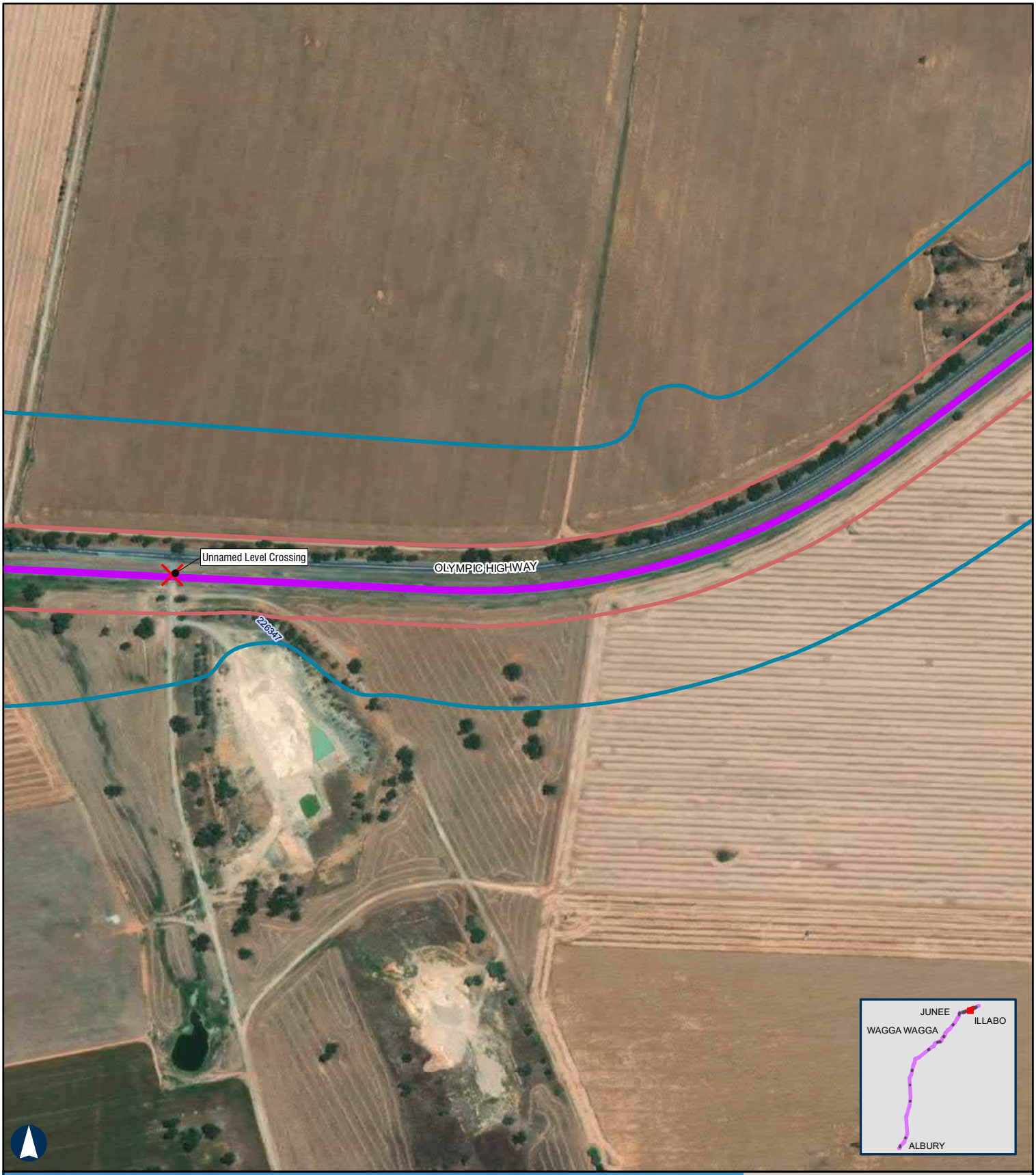

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 31 of 37

100m

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ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 32 of 37

100m

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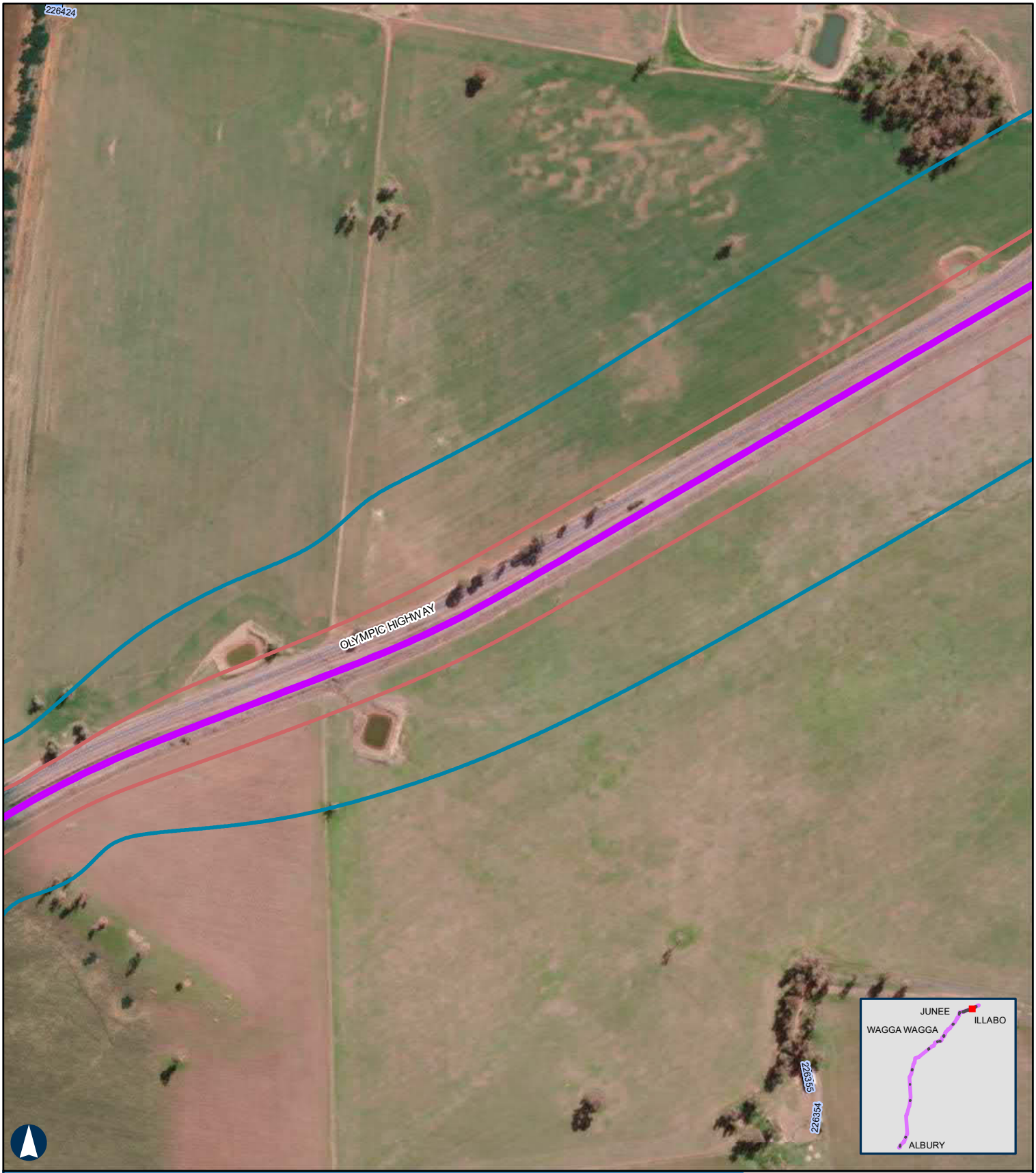

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 33 of 37

100m

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ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 34 of 37

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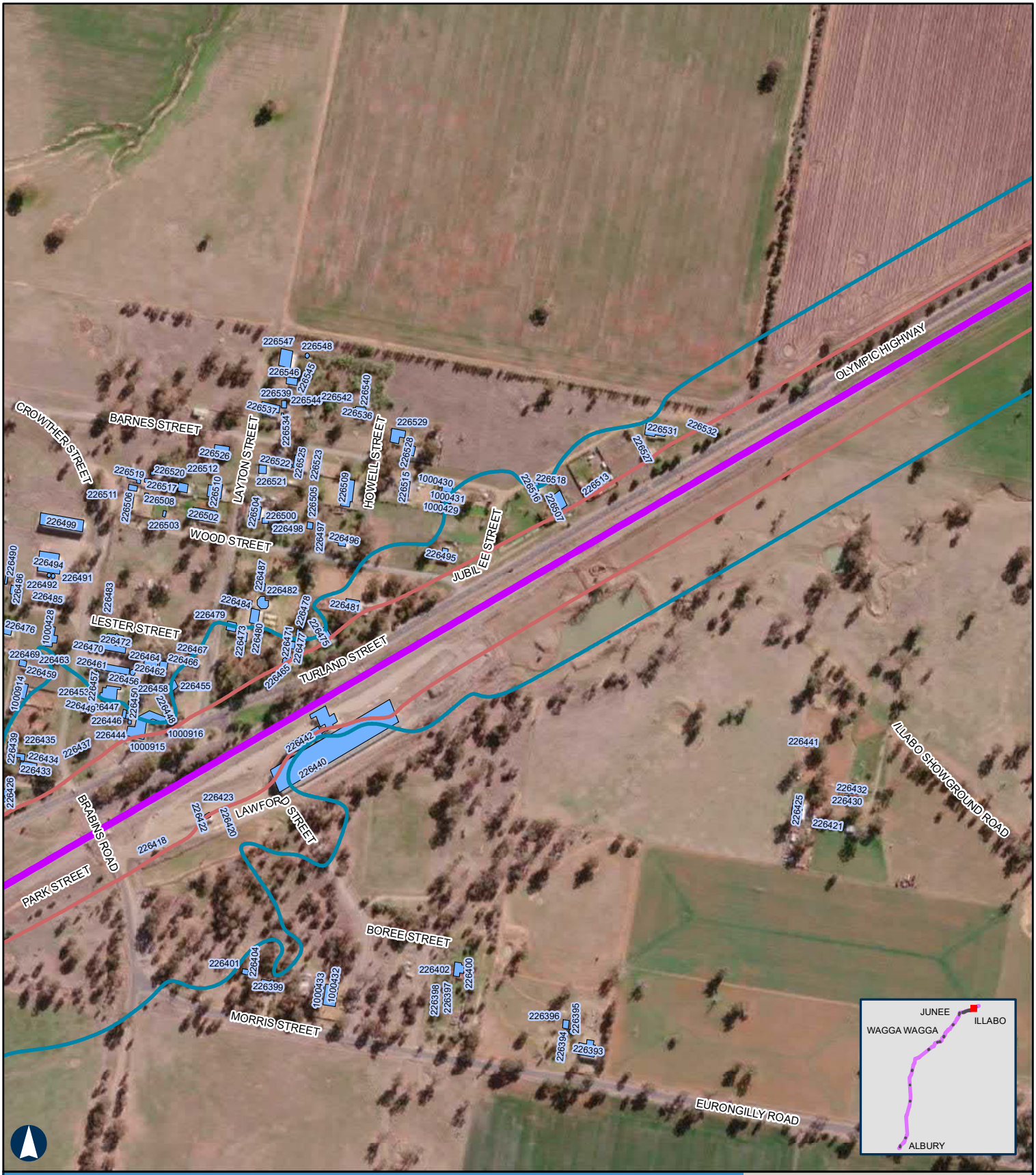

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Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 35 of 37

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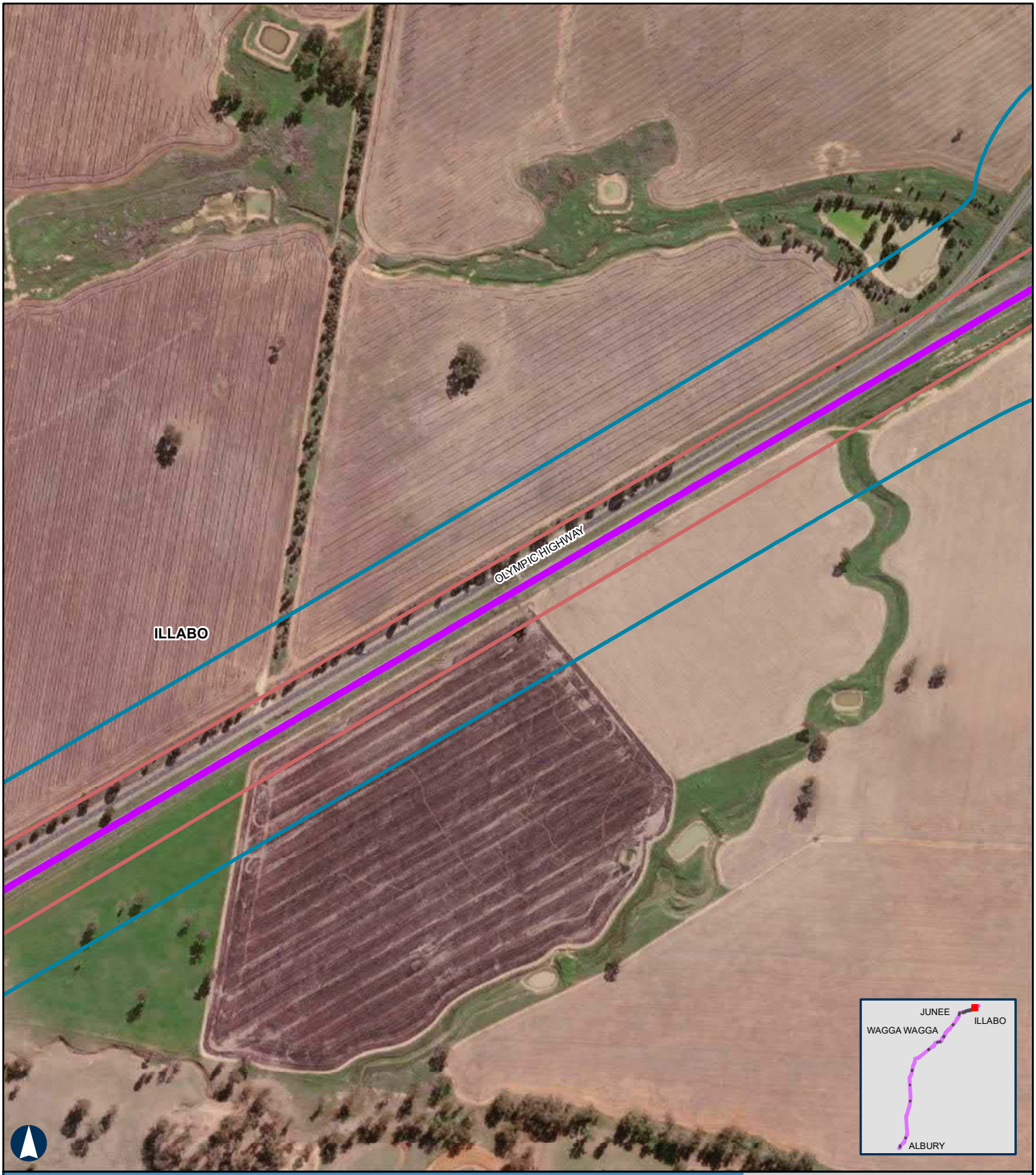

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Year 2040 Daytime Rail Noise Levels - Junee to Illabo

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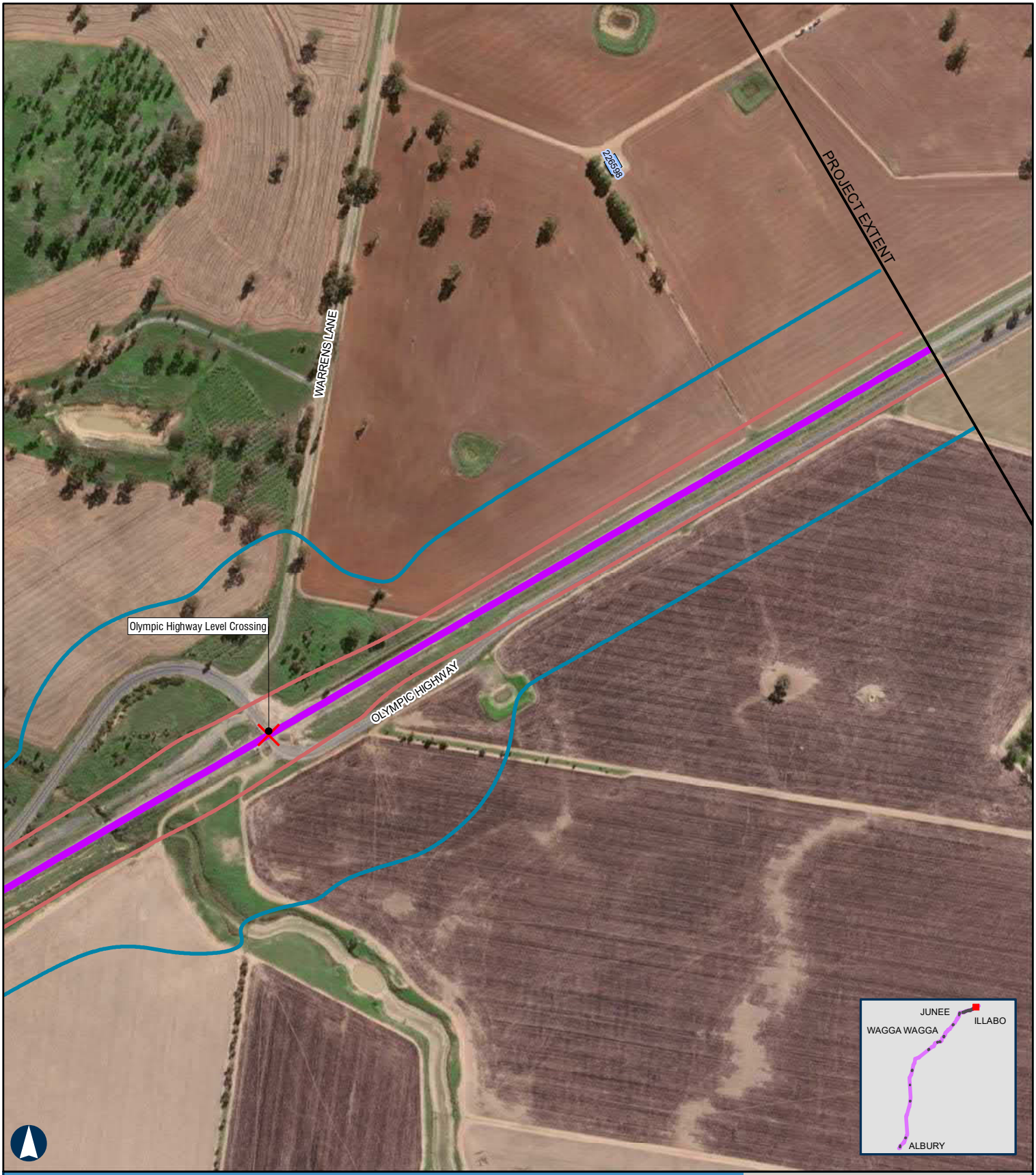

ALBURY TO ILLABO

Year 2040 Daytime Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 37 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:6,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Daytime noise criteria LAeq 15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LAmax 85dBA upgrading existing rail corridor

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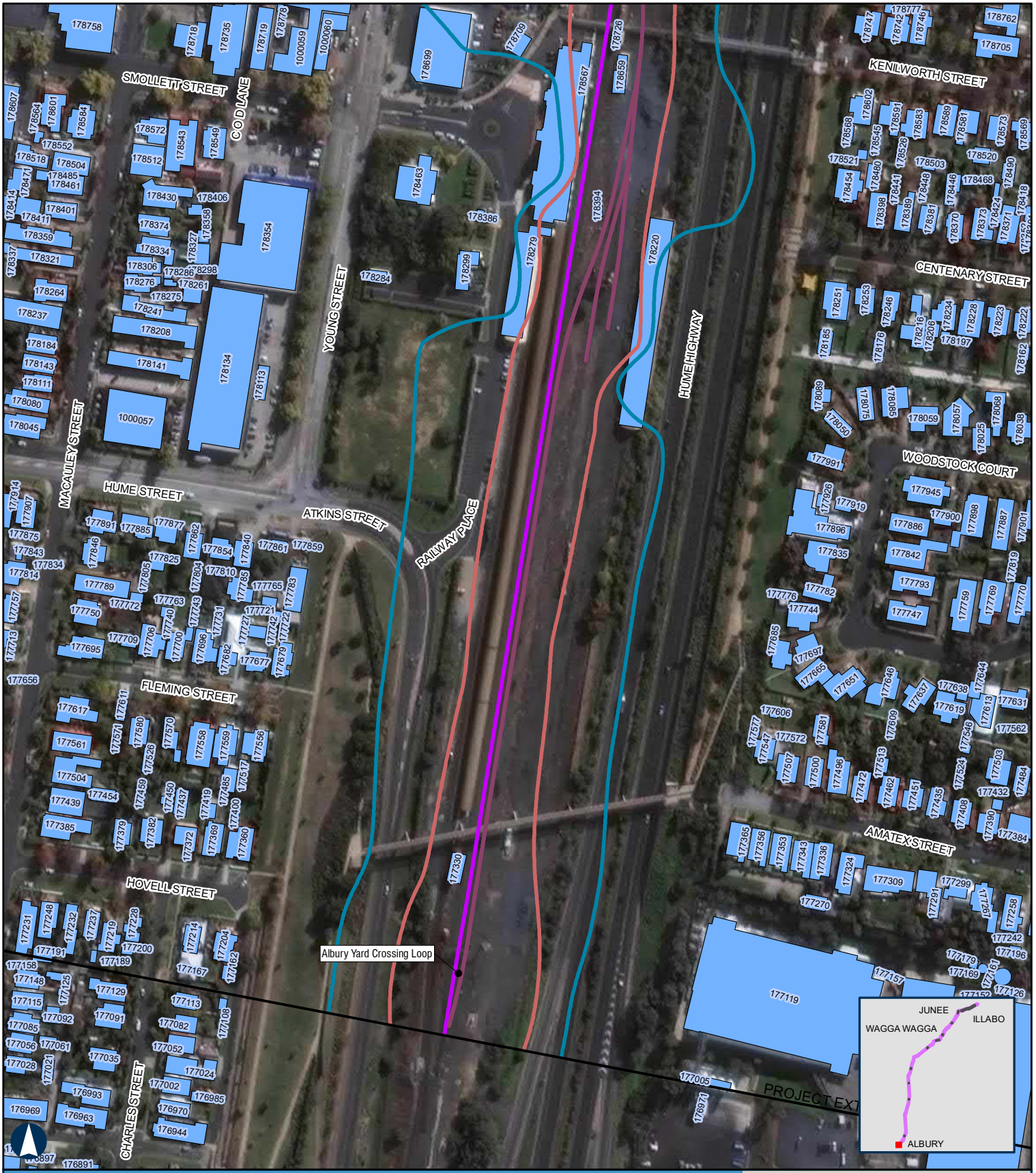

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Albury Yard

APPENDIX E - Map 1 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
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- Receptors
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Nigh t-time noise criteria LAmax 85dBA upgrading existing rail corridor

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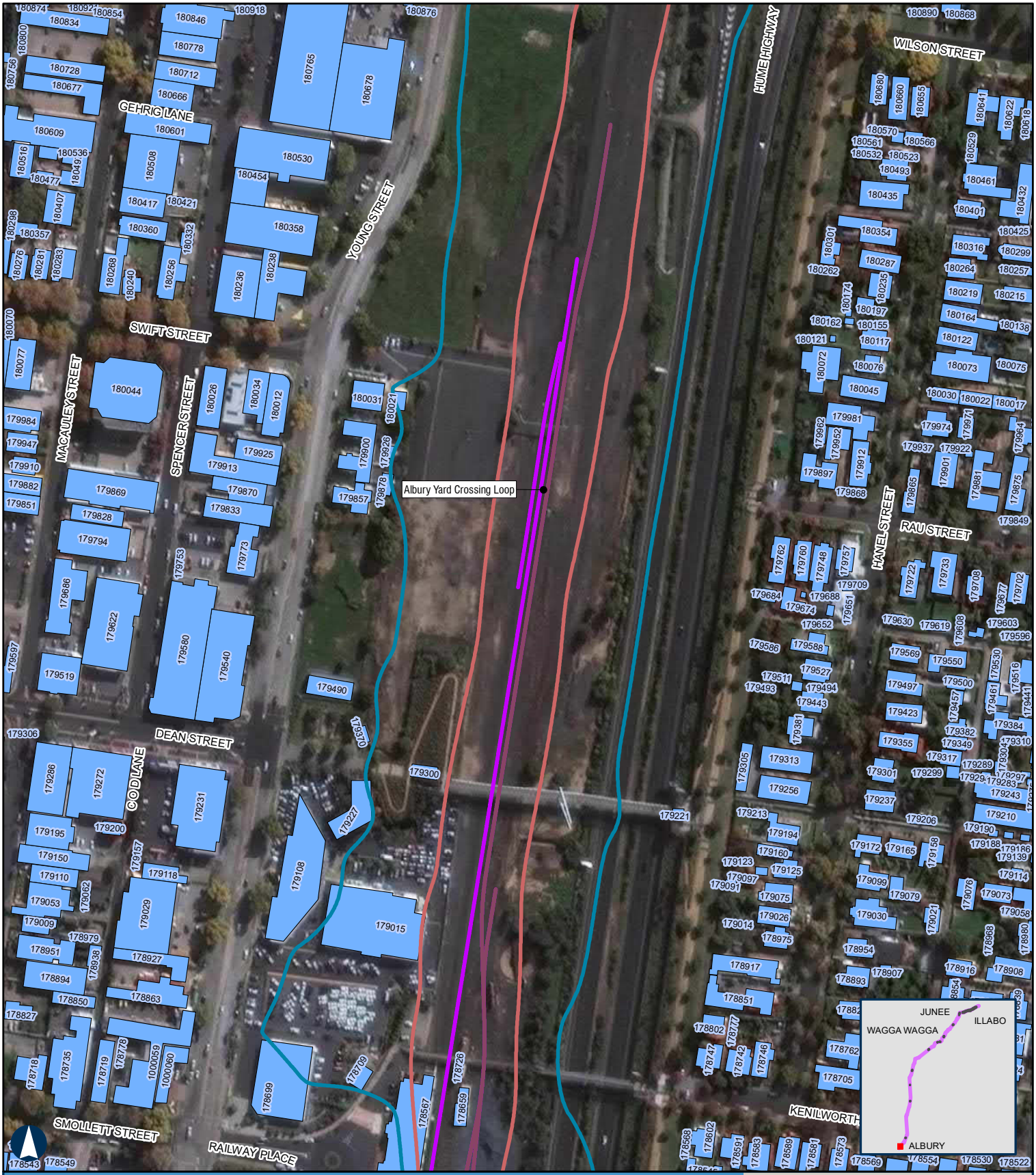

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Albury Yard

APPENDIX E - Map 2 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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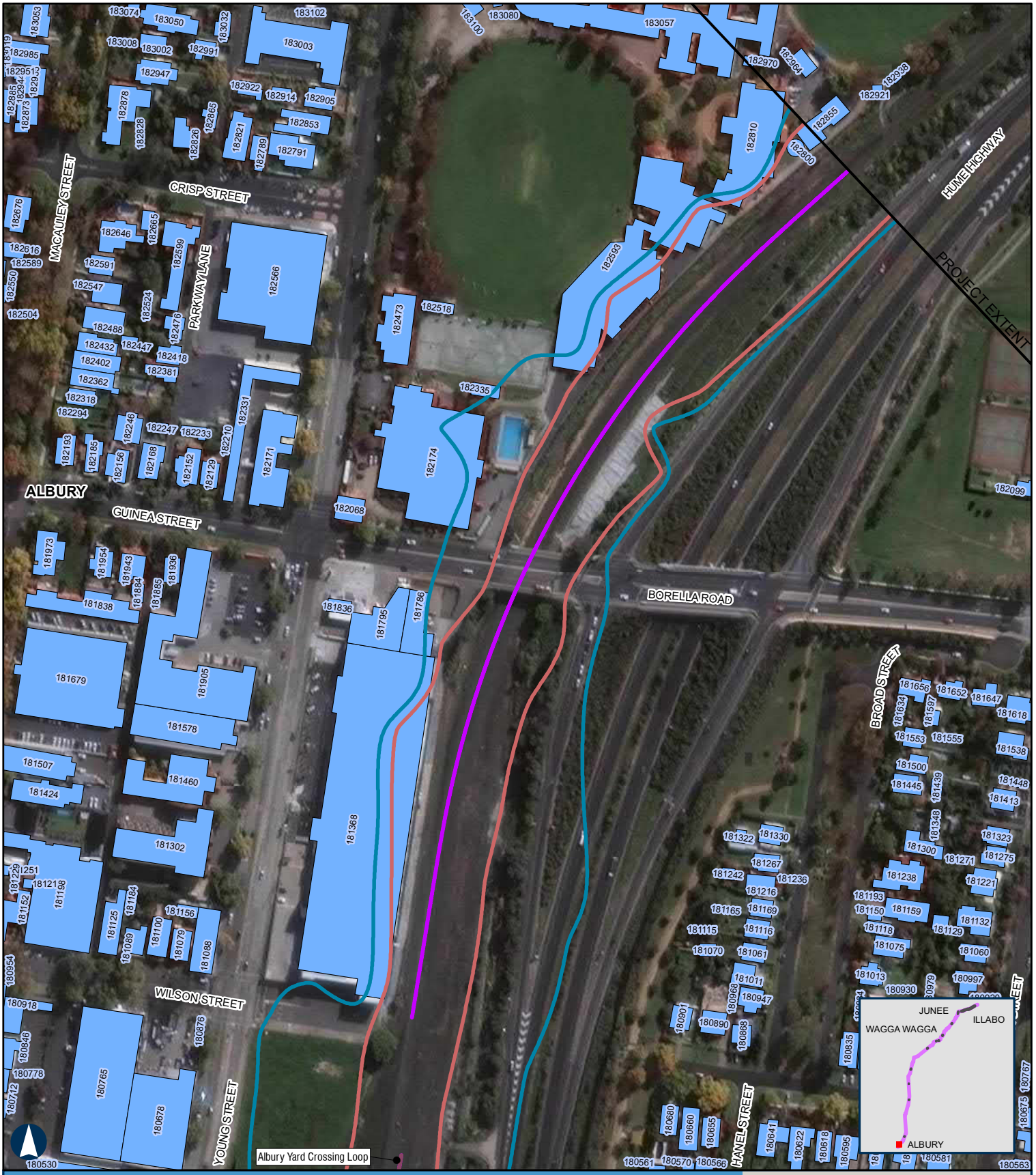

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Riverina Highway Bridge

APPENDIX E - Map 3 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
Author: JG

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- Project Extent
- Crossing Loops
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- Nigh t-time noise criteria LAmax 85dBA upgrading existing rail corridor

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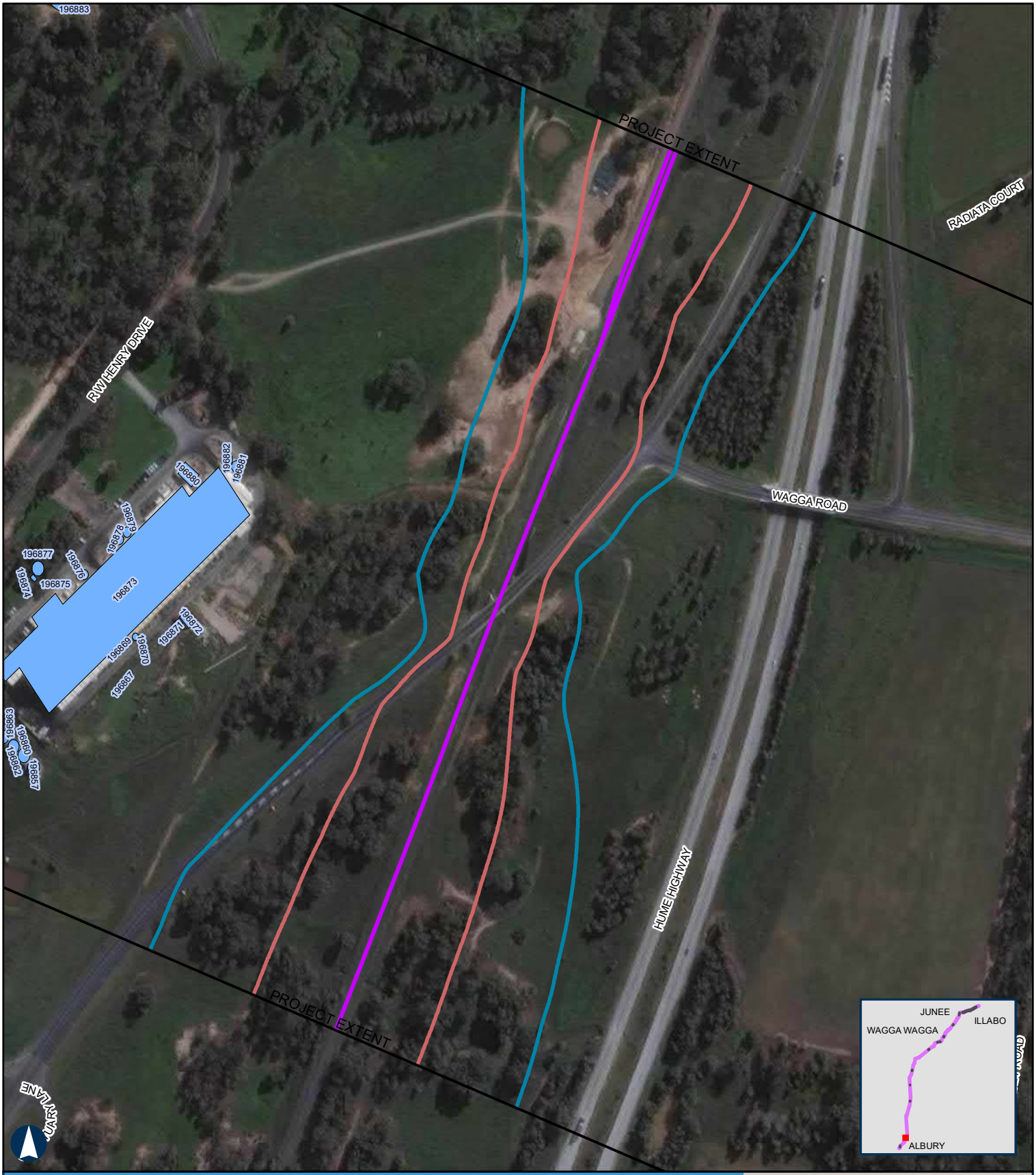

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Billy Hughes Bridge

APPENDIX E - Map 4 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:4,000
Date: 23-Mar-2022
Author: JG

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- Project Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
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ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Culcairn Yard

APPENDIX E - Map 5 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

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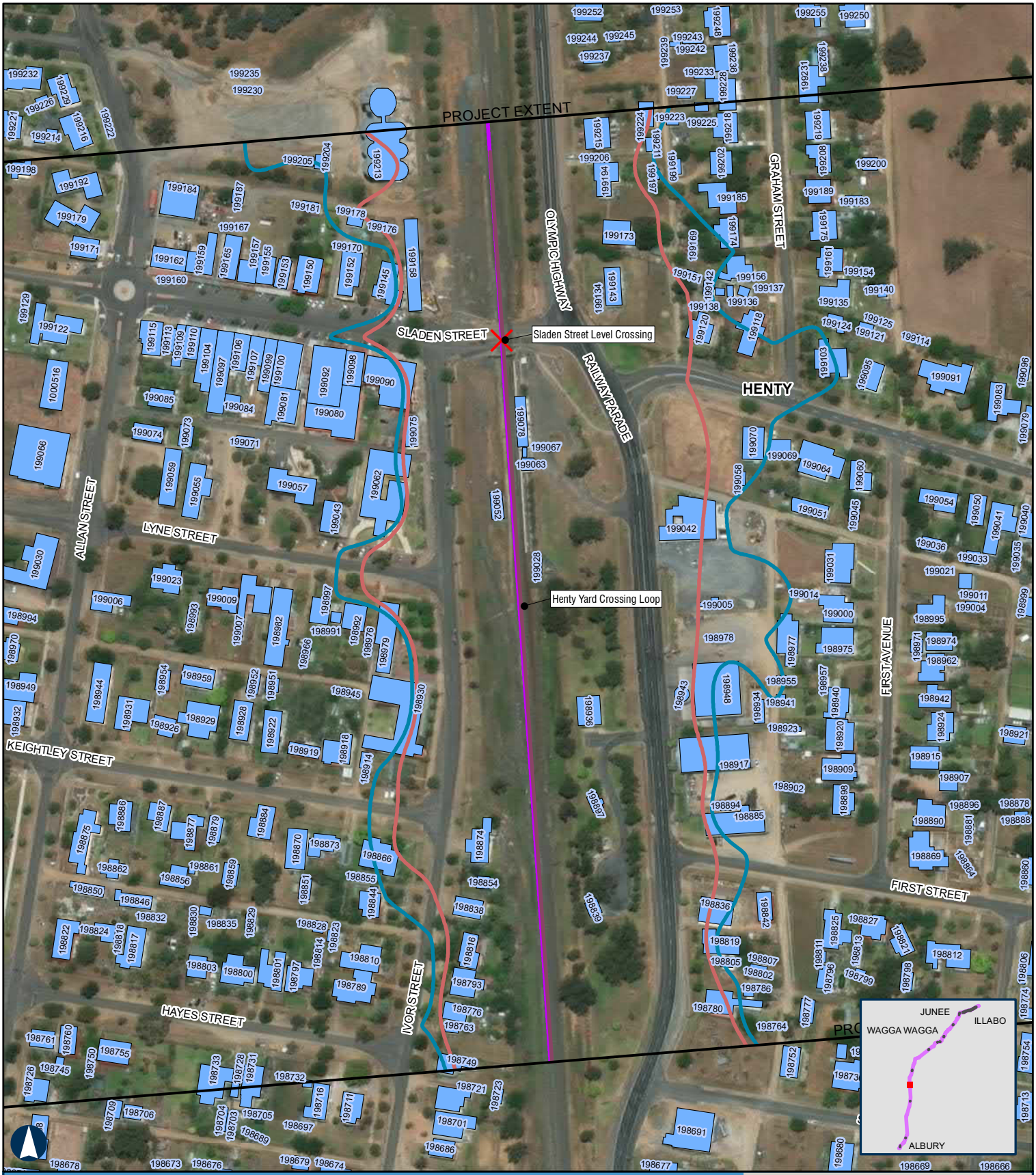

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Henty Yard

APPENDIX E - Map 6 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

- Level Crossings
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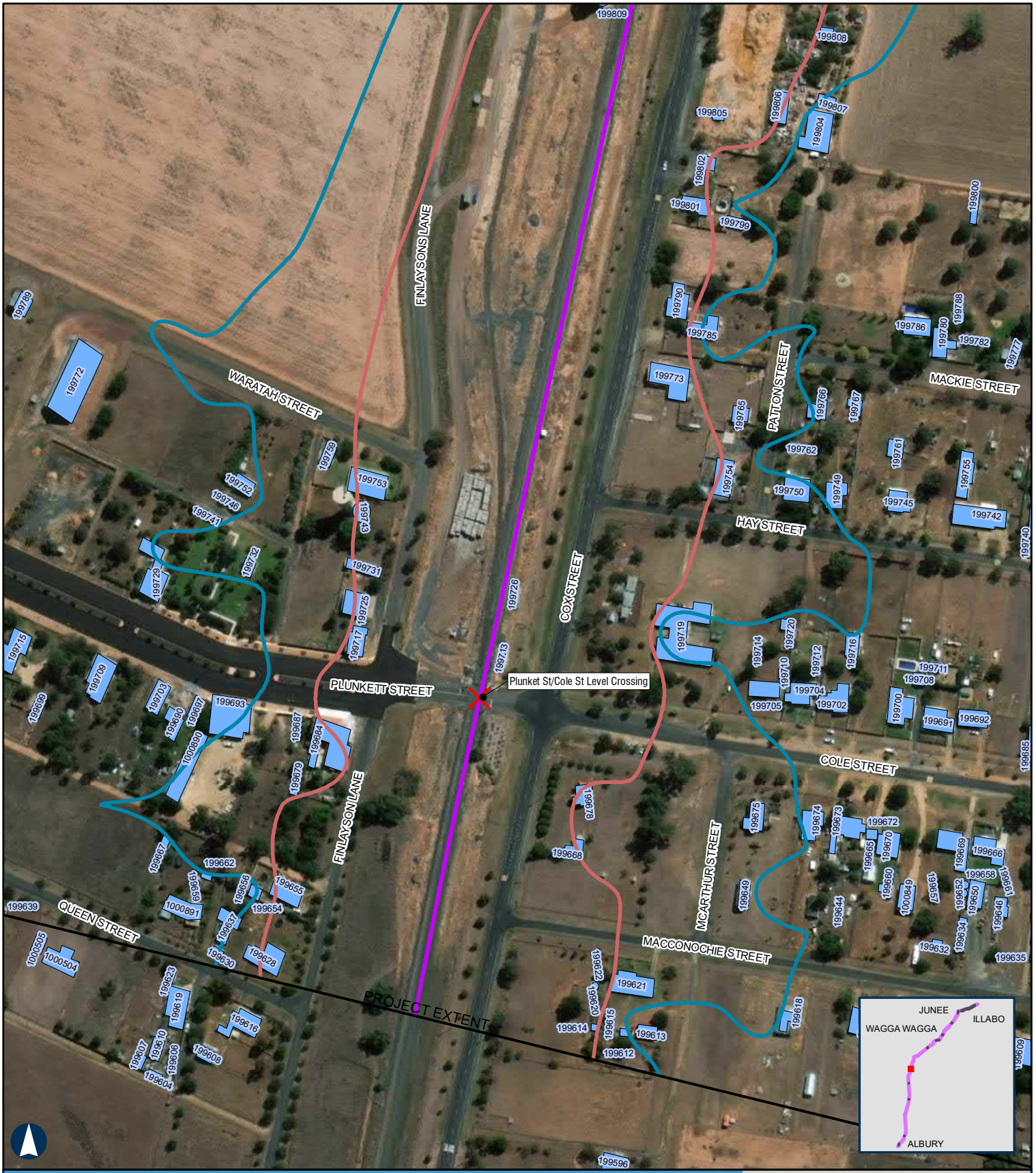

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Yerong Creek Yard

APPENDIX E - Map 7 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

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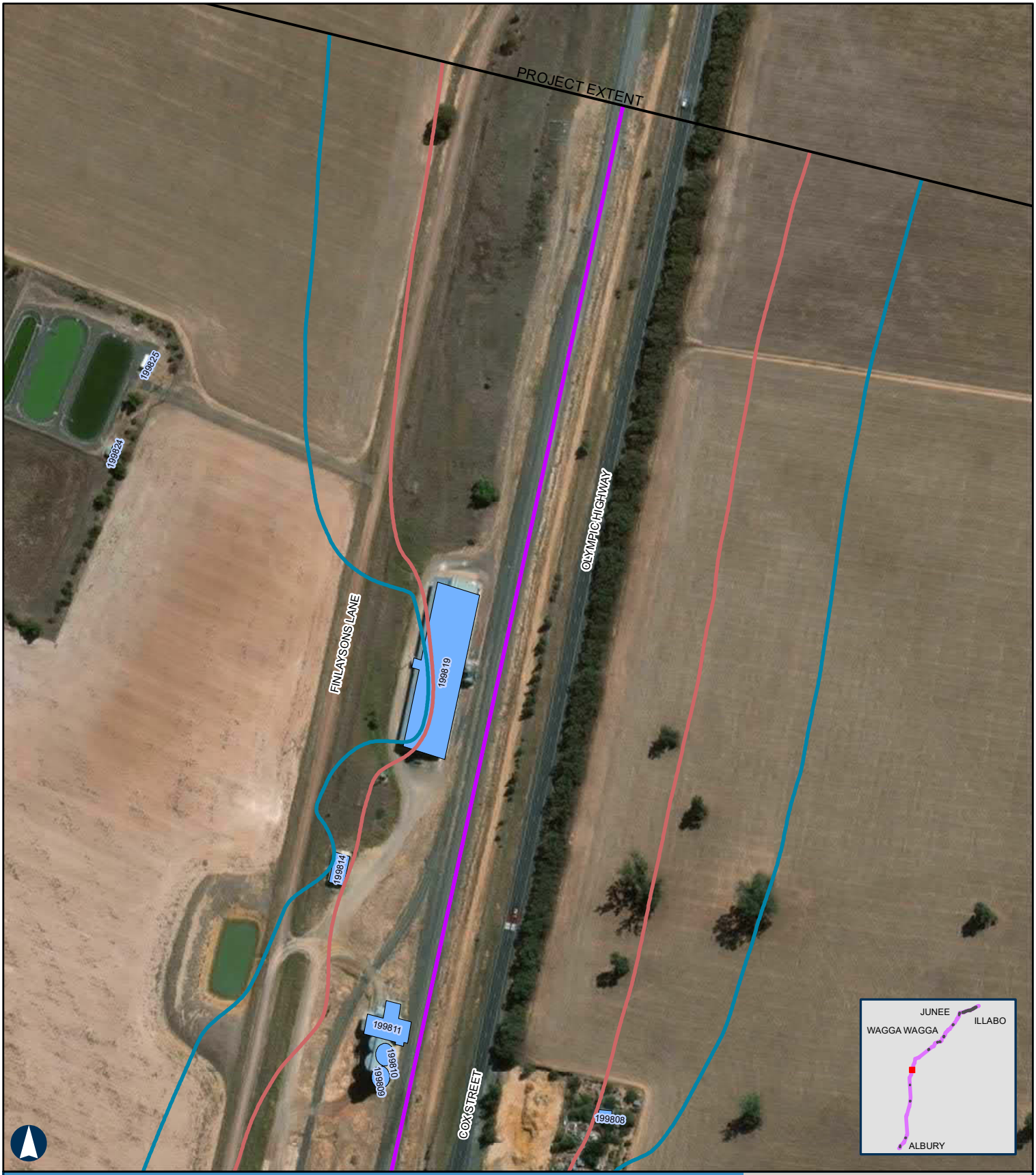

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Yerong Creek Yard

APPENDIX E - Map 8 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

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Noise contours are based on a set distance above the local terrain level of 2.4m.

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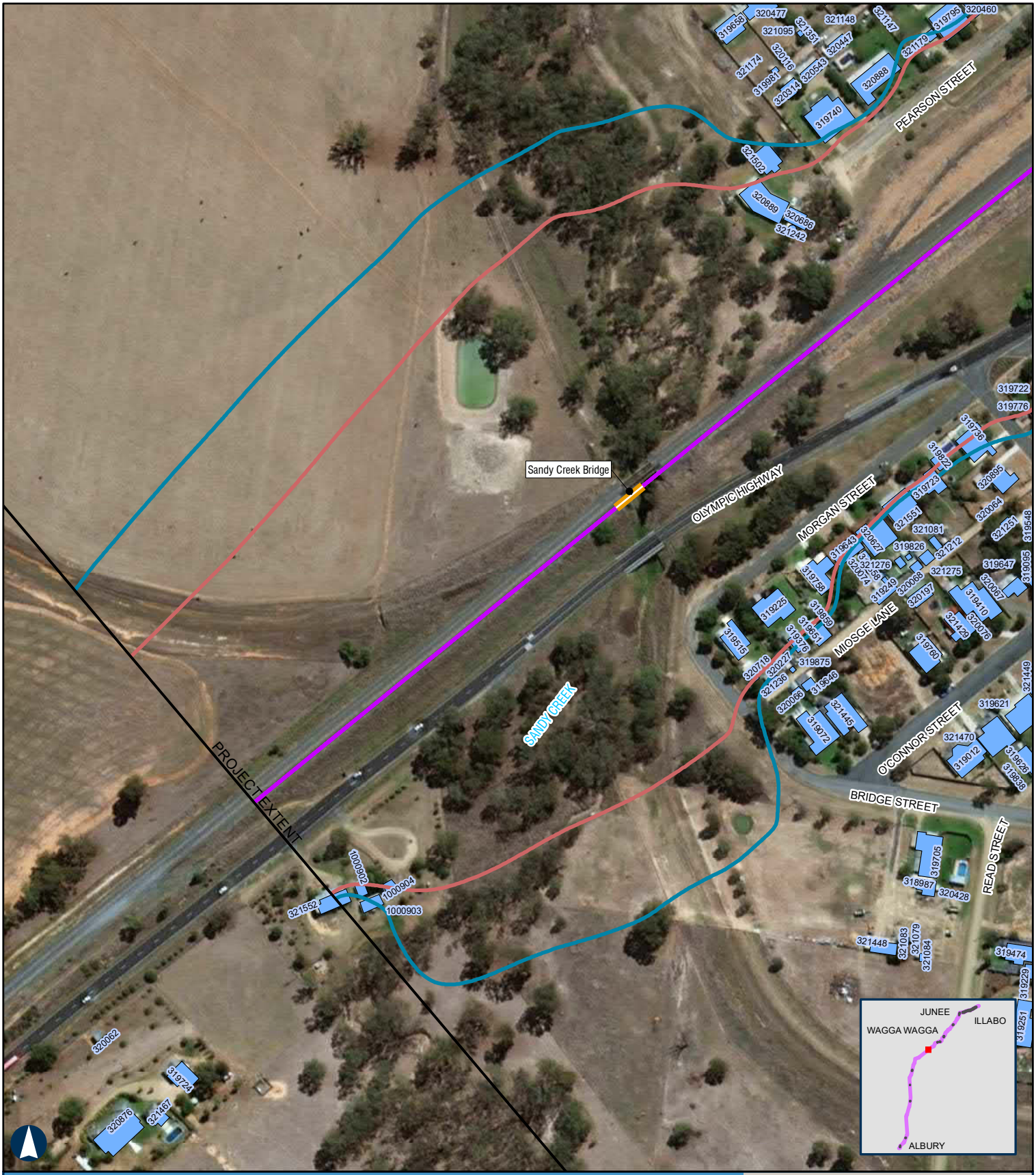

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Uranquinty Yard

APPENDIX E - Map 9 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
Author: JG

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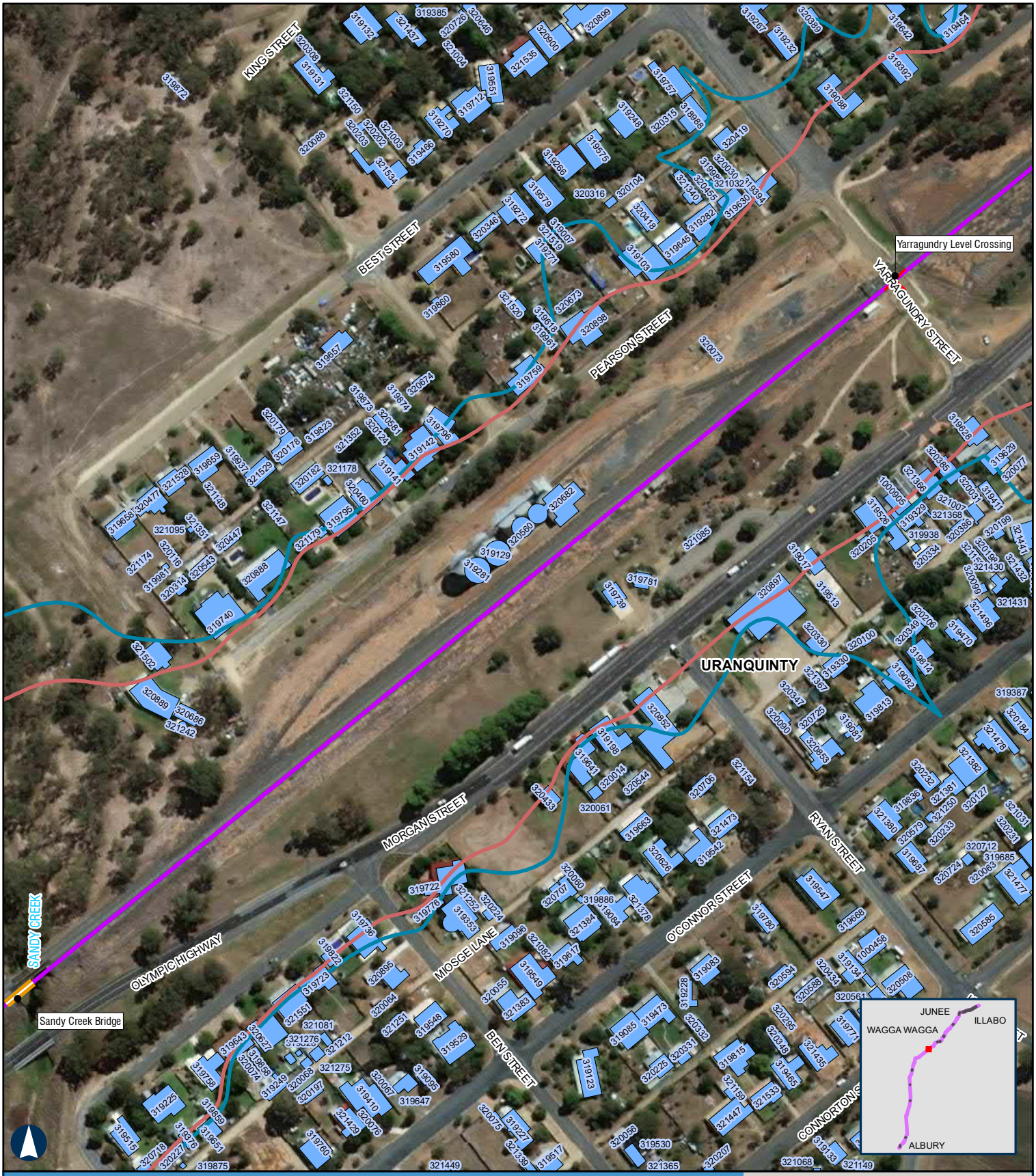

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Uranquinty Yard

APPENDIX E - Map 10 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
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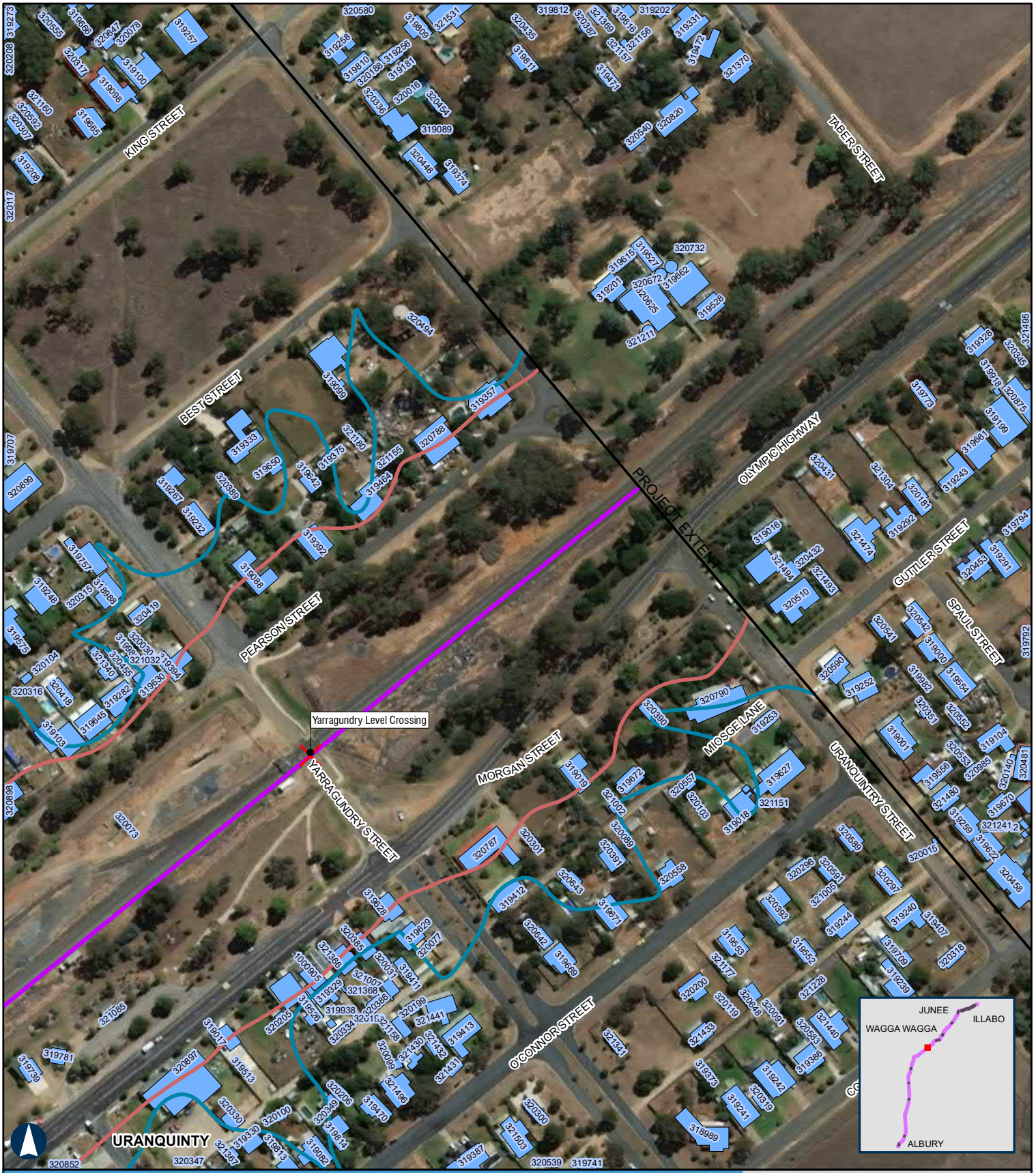

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Uranquinty Yard

APPENDIX E - Map 11 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

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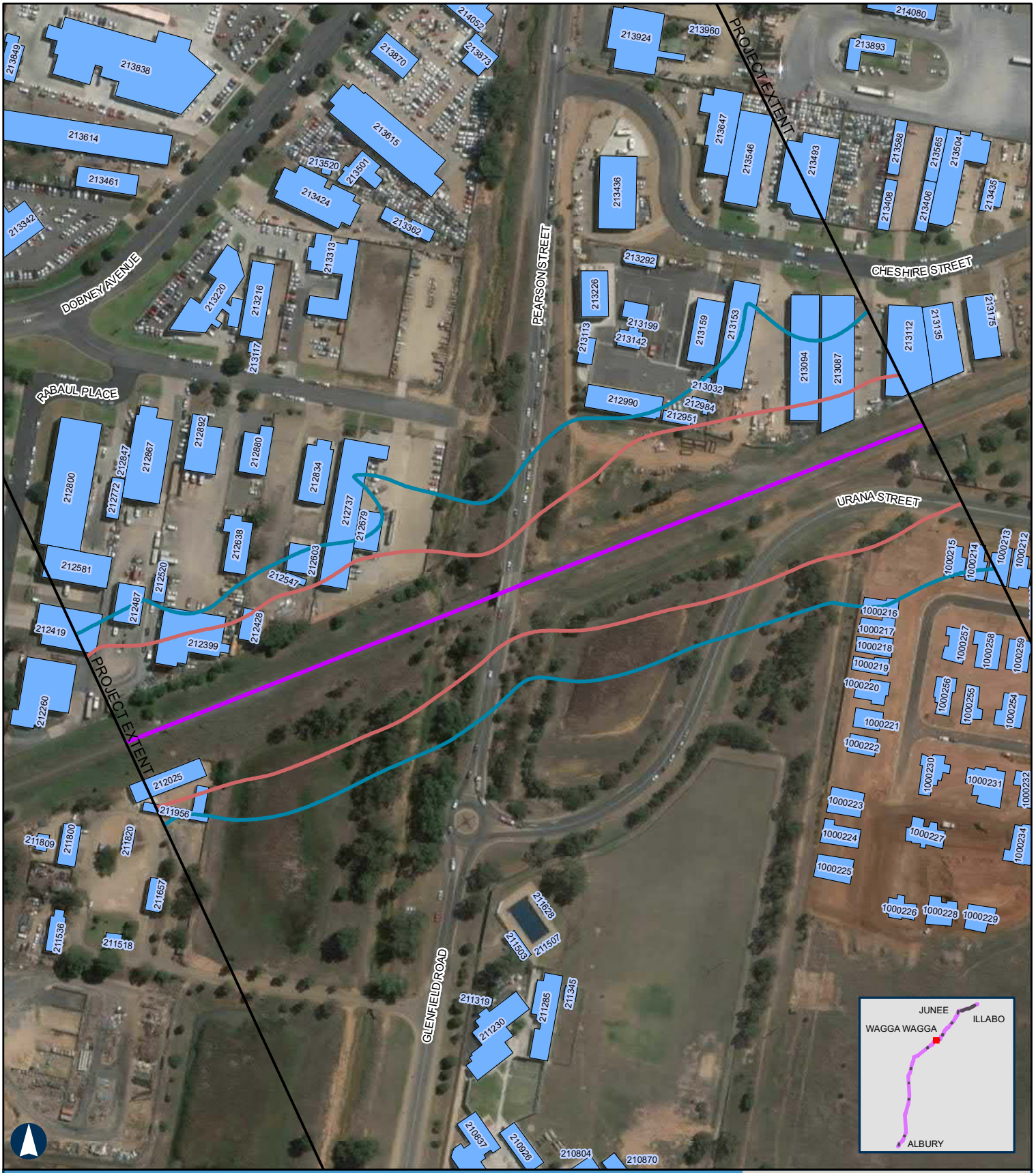

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Pearson Street Bridge

APPENDIX E - Map 12 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Date: 23-Mar-2022
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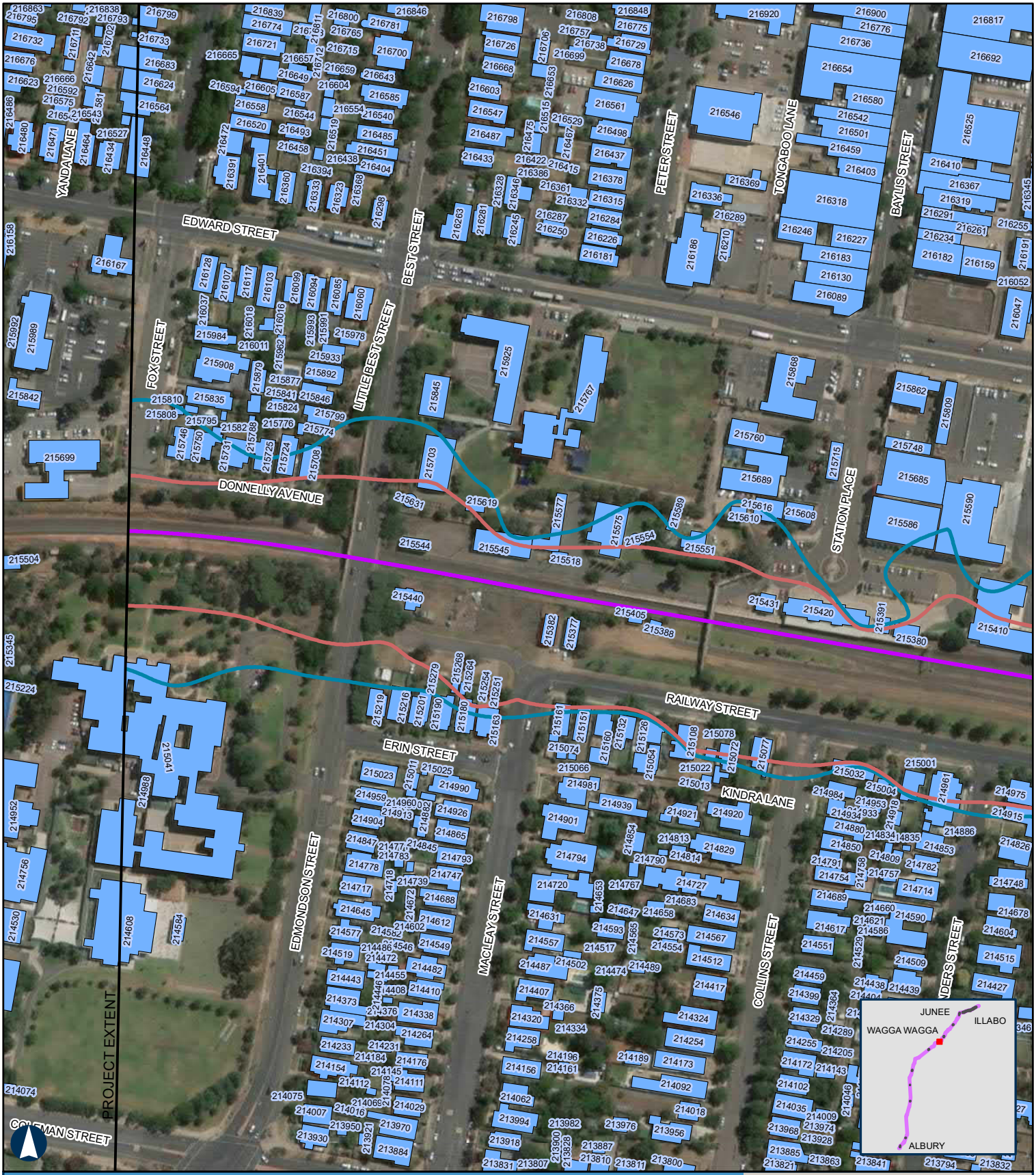

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Wagga Wagga Yard Section 1

APPENDIX E - Map 13 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Wagga Wagga Yard Section 2

APPENDIX E - Map 14 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:3,000
Date: 23-Mar-2022
Author: JG

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Noise contours are based on a set distance above the local terrain level of 2.4m.

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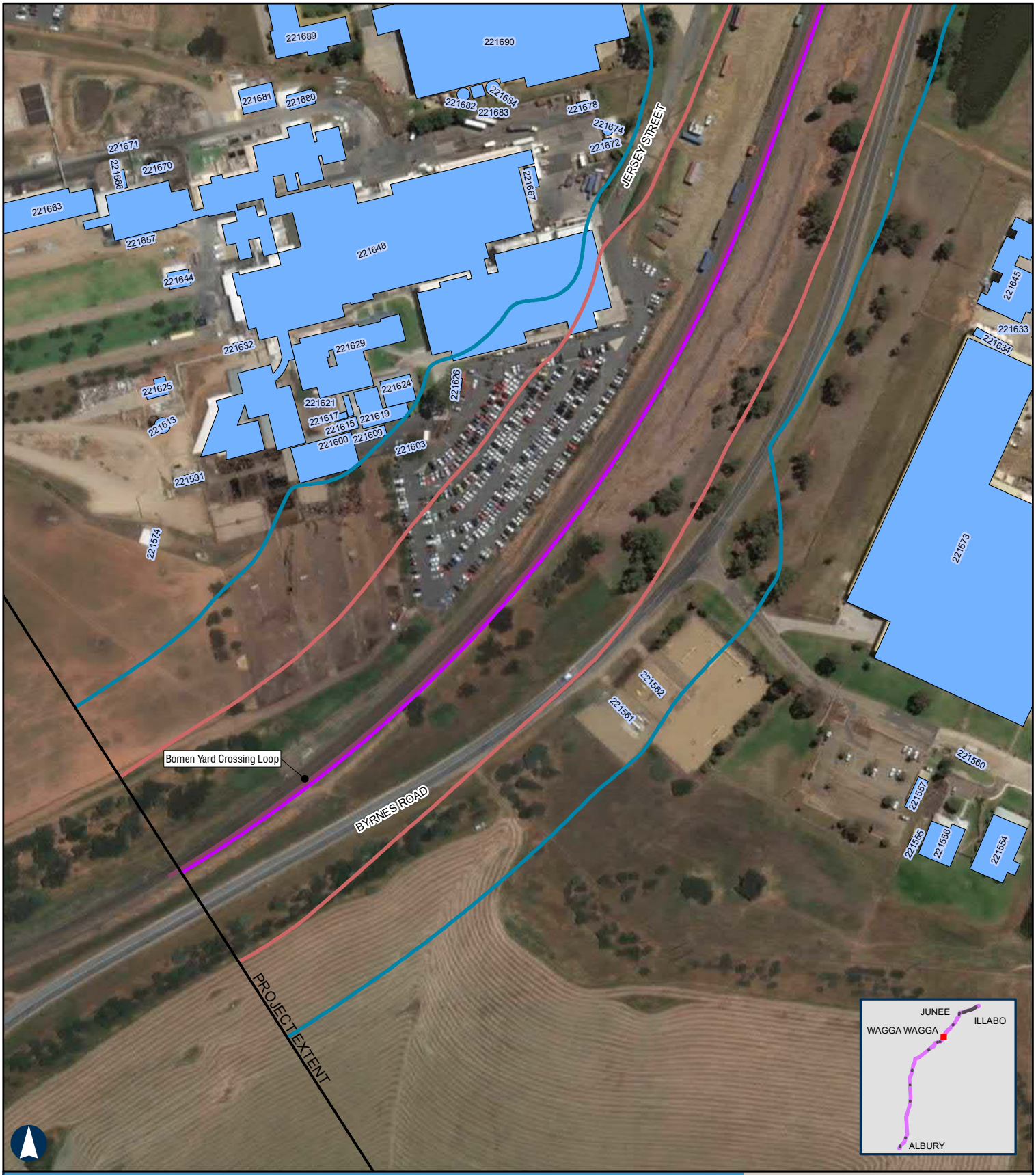

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Bomen Yard

APPENDIX E - Map 15 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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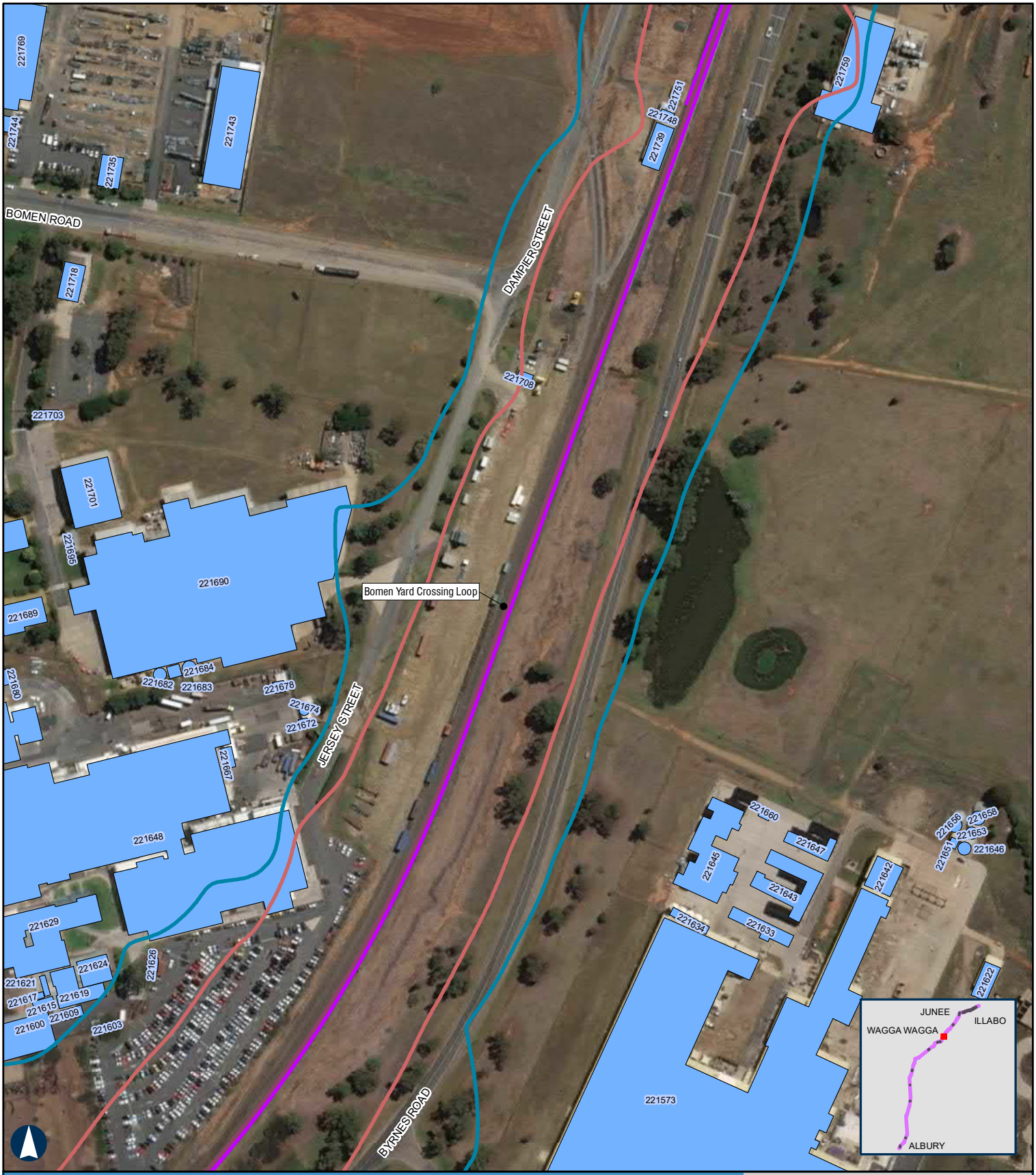

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Bomen Yard

APPENDIX E - Map 16 of 37

100m

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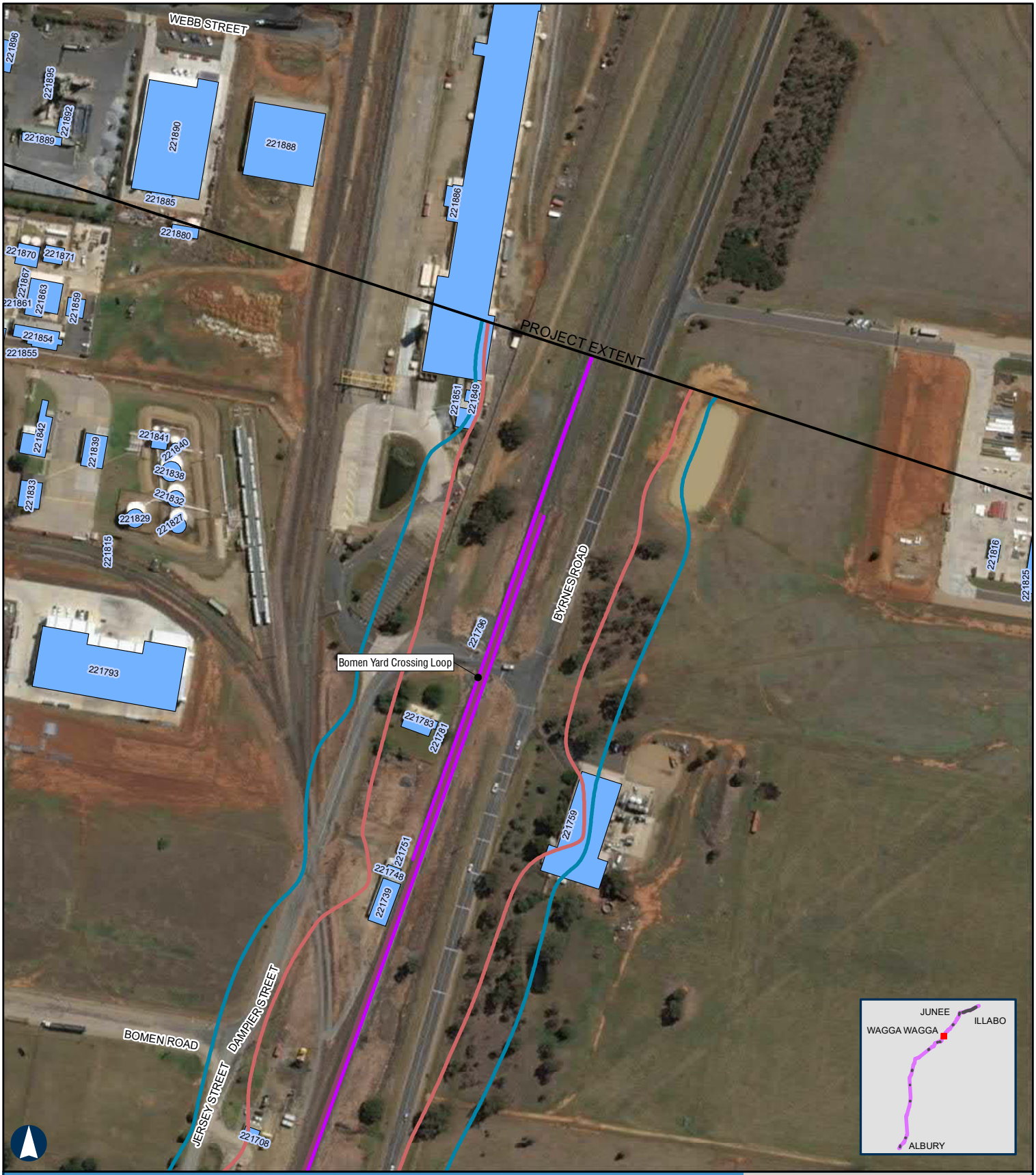

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Bomen Yard

APPENDIX E - Map 17 of 37

100m

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ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Harefield Yard

APPENDIX E - Map 18 of 37

100m

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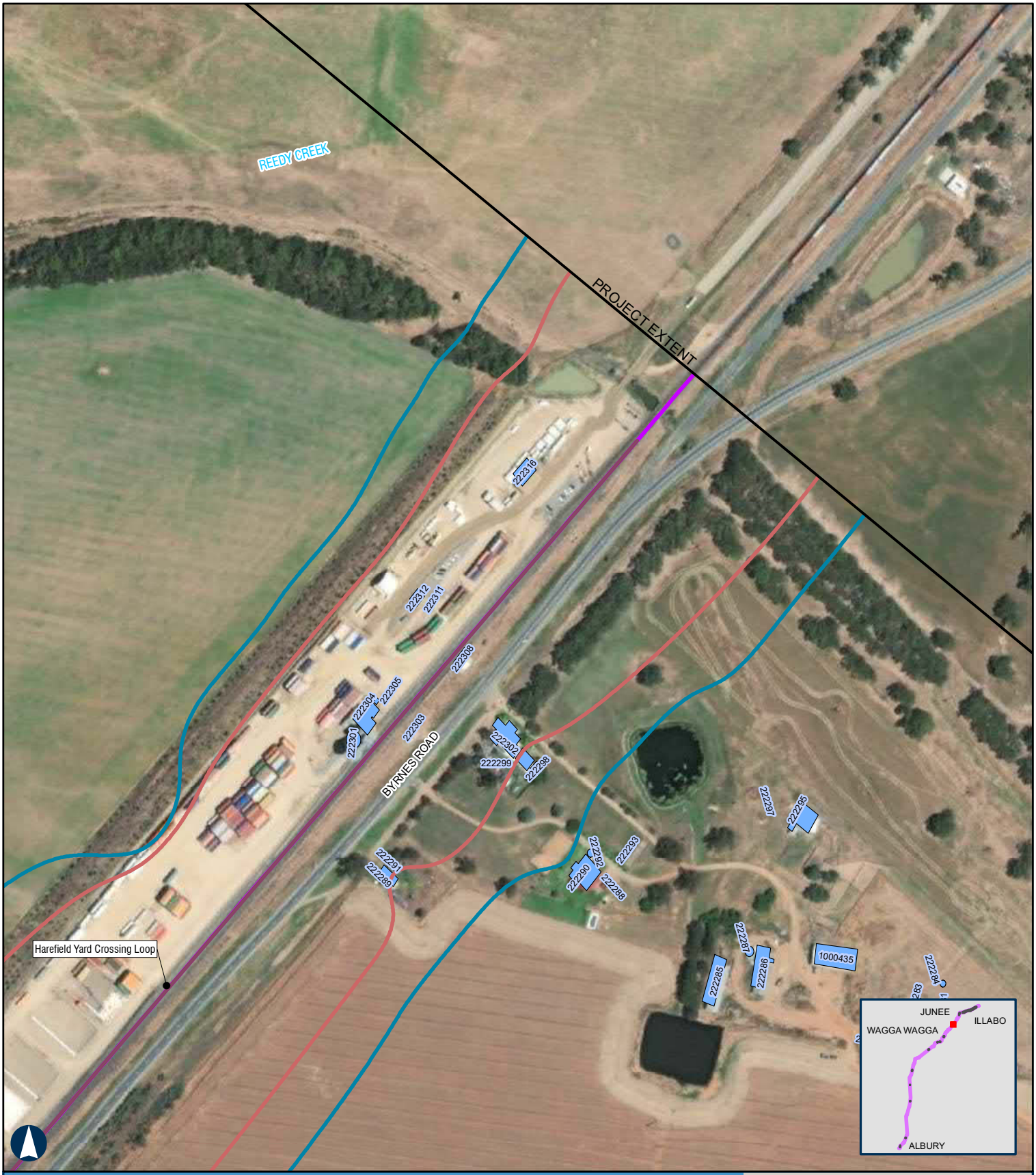

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Harefield Yard

APPENDIX E - Map 19 of 37

100m

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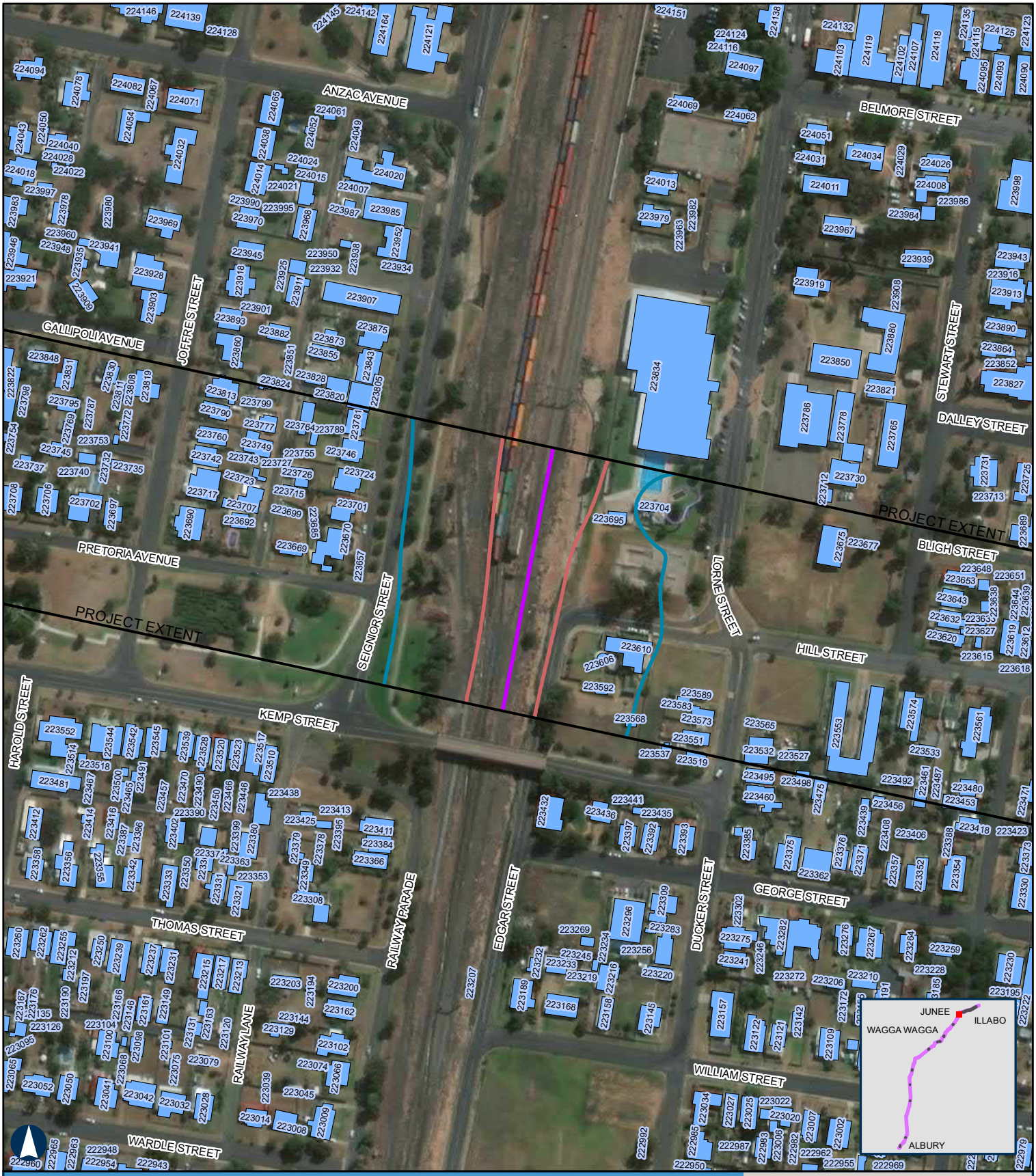

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee Yard

APPENDIX E - Map 20 of 37

100m

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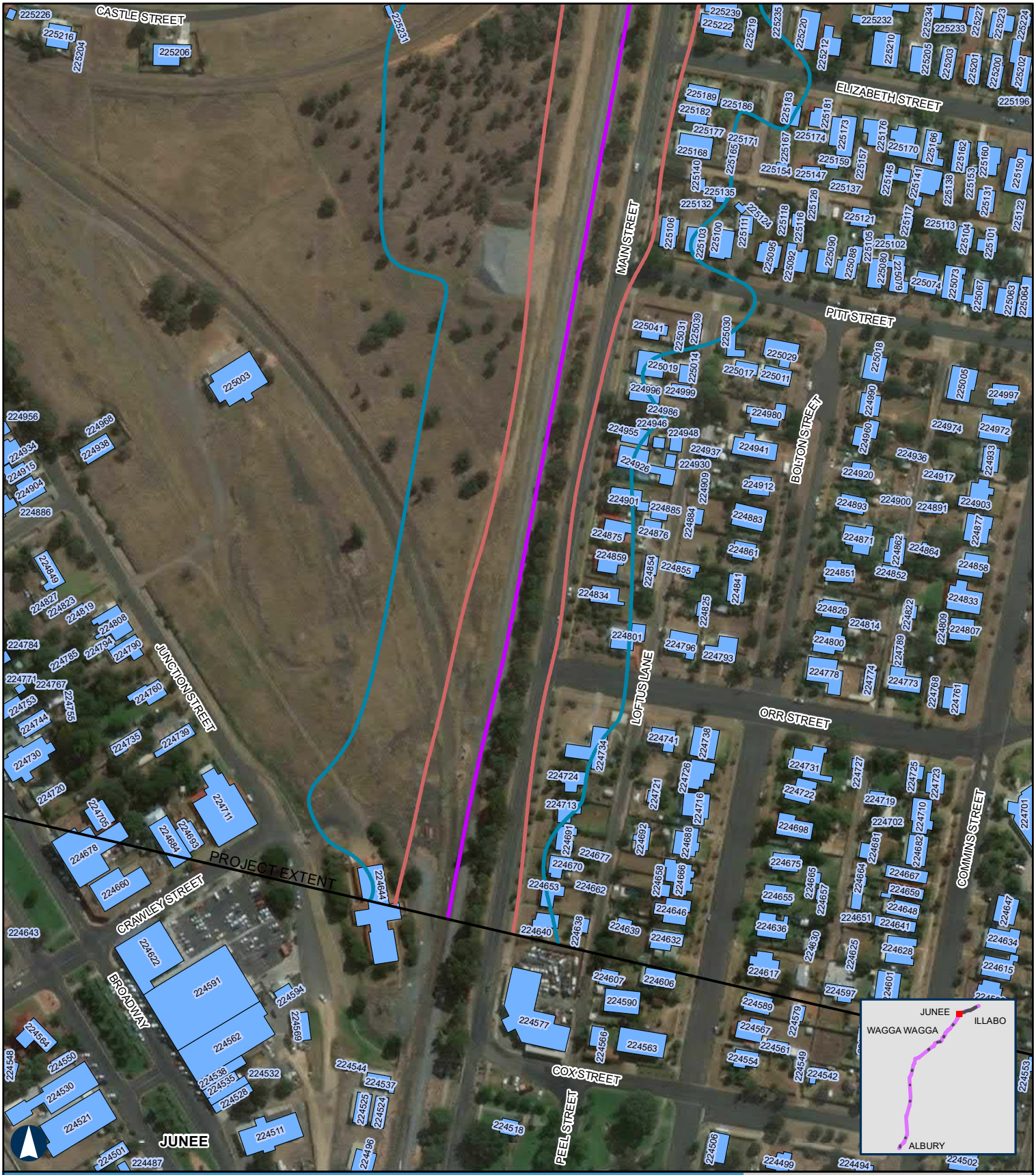

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Olympic Highway Bridge

APPENDIX E - Map 21 of 37

100m

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ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee Yard

APPENDIX E - Map 22 of 37

100m

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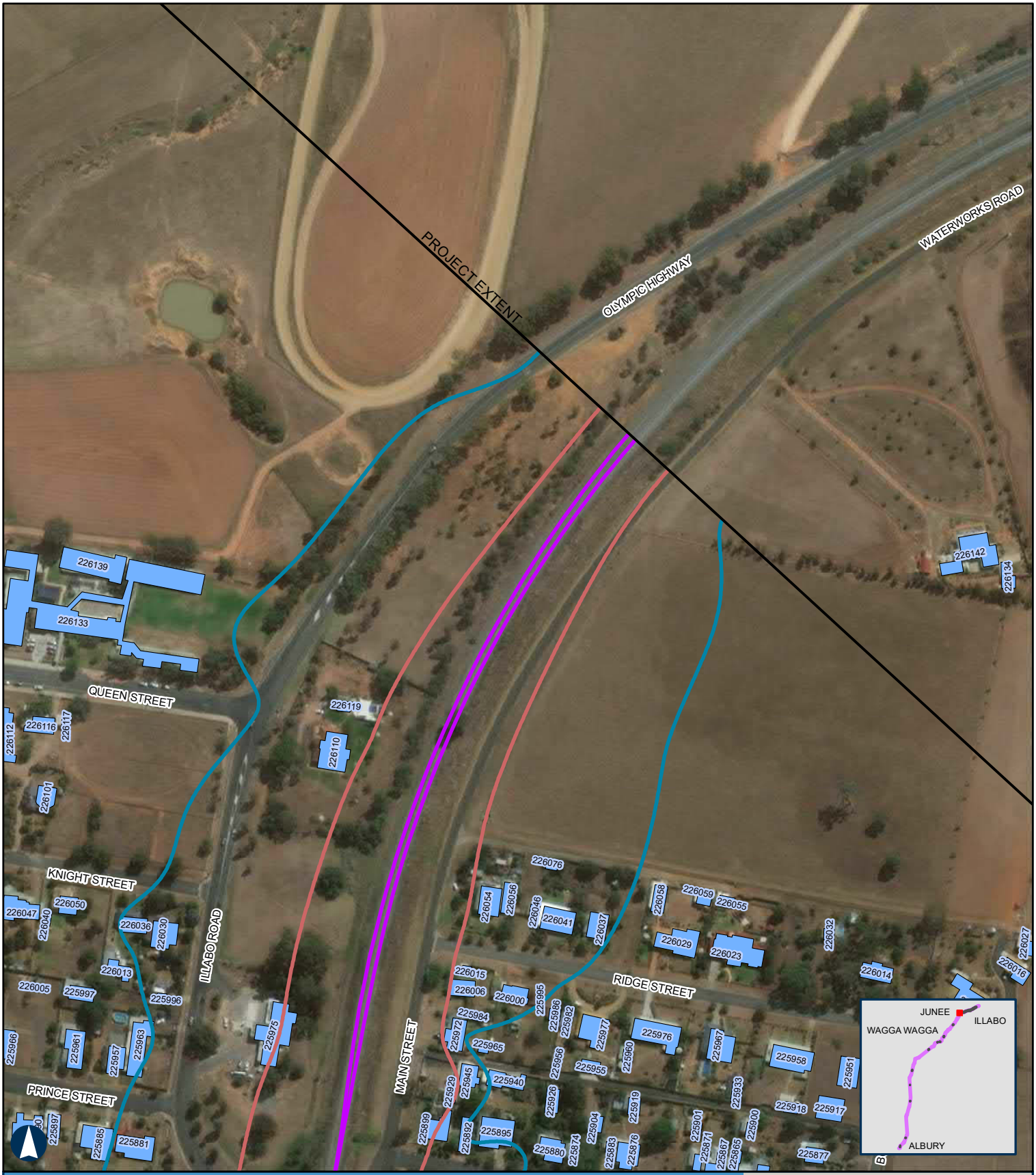

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee Yard

APPENDIX E - Map 23 of 37

100m

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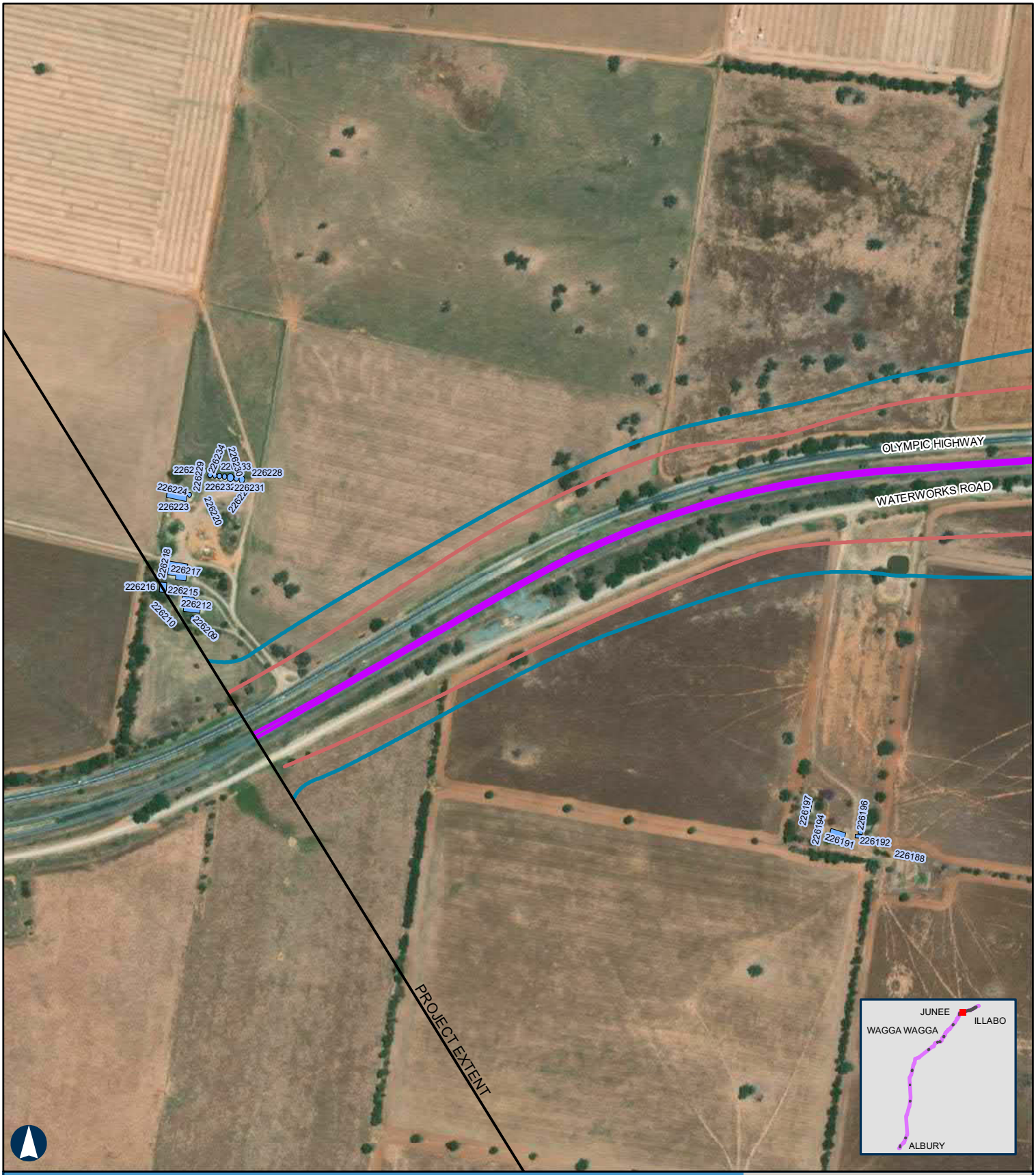

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 24 of 37

100m

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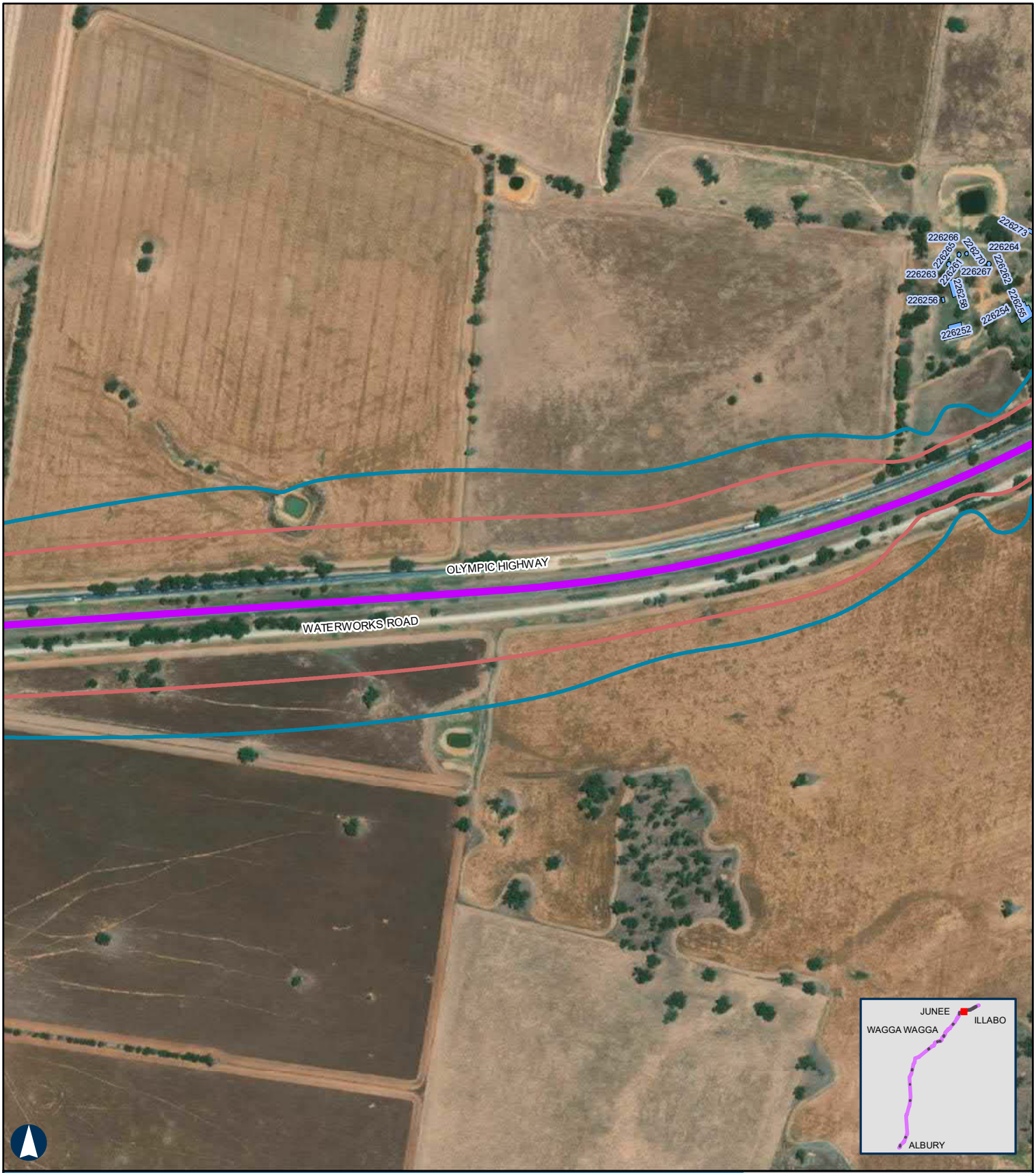

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 25 of 37

100m

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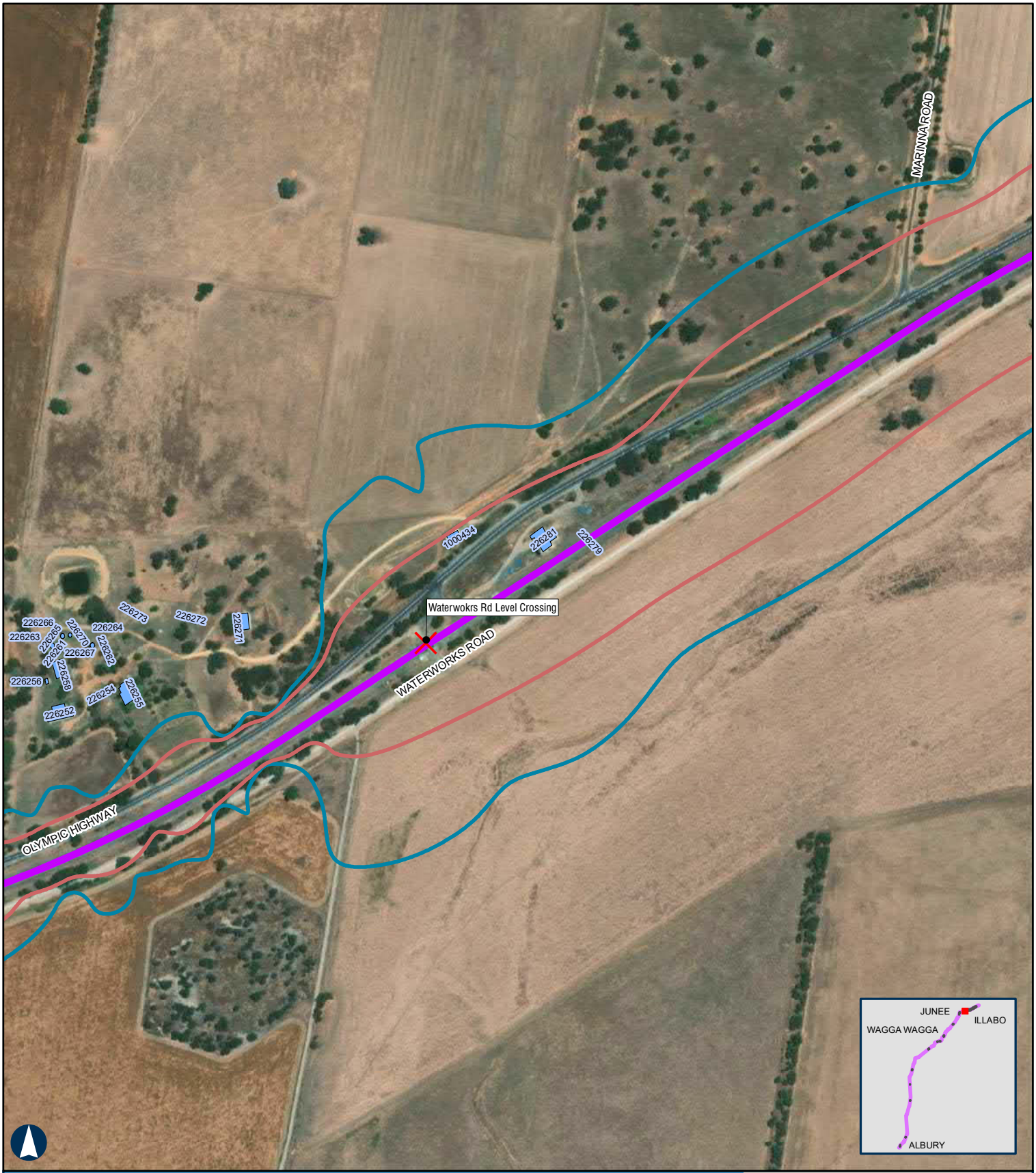

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 26 of 37

100m

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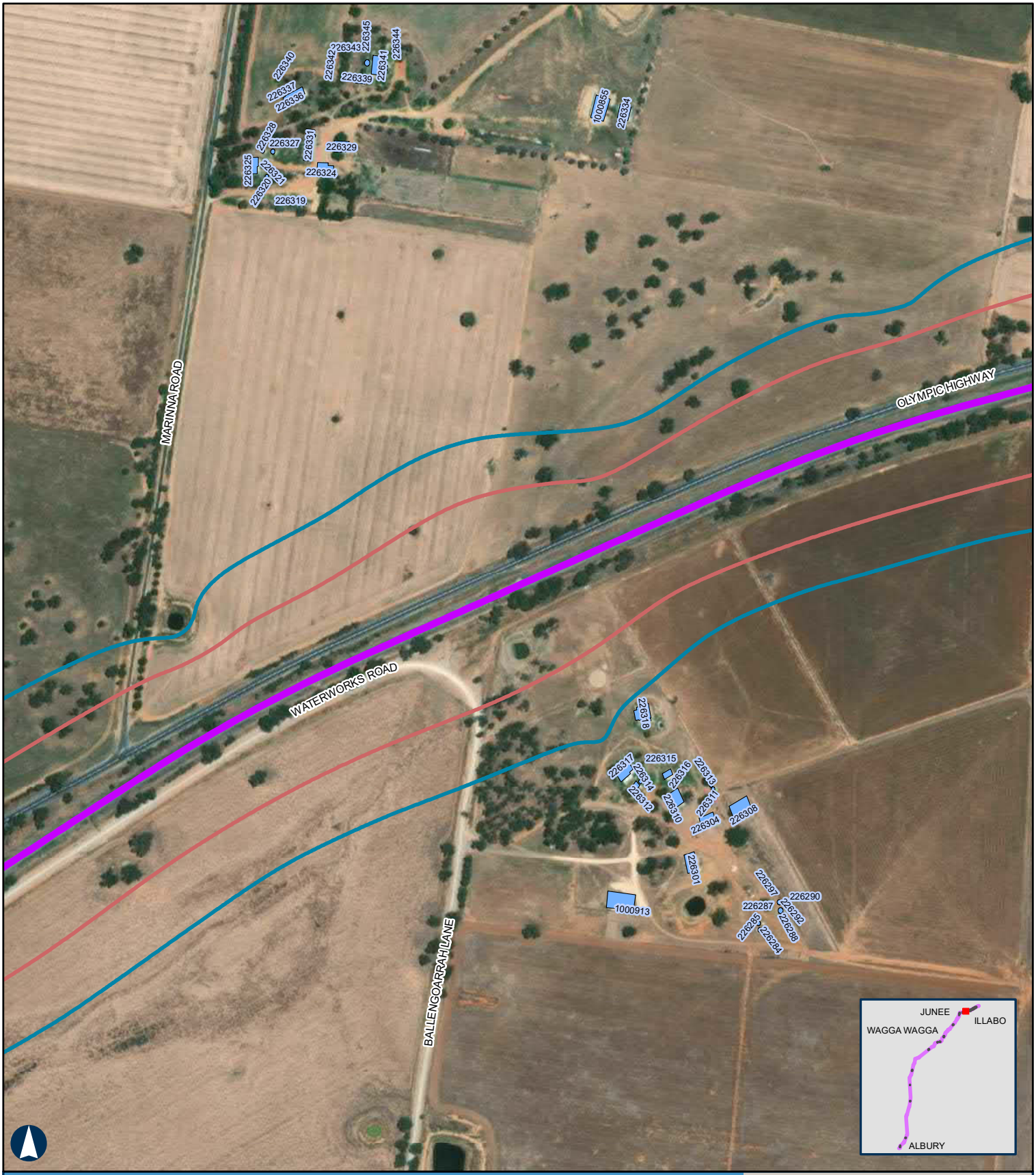

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 27 of 37

100m

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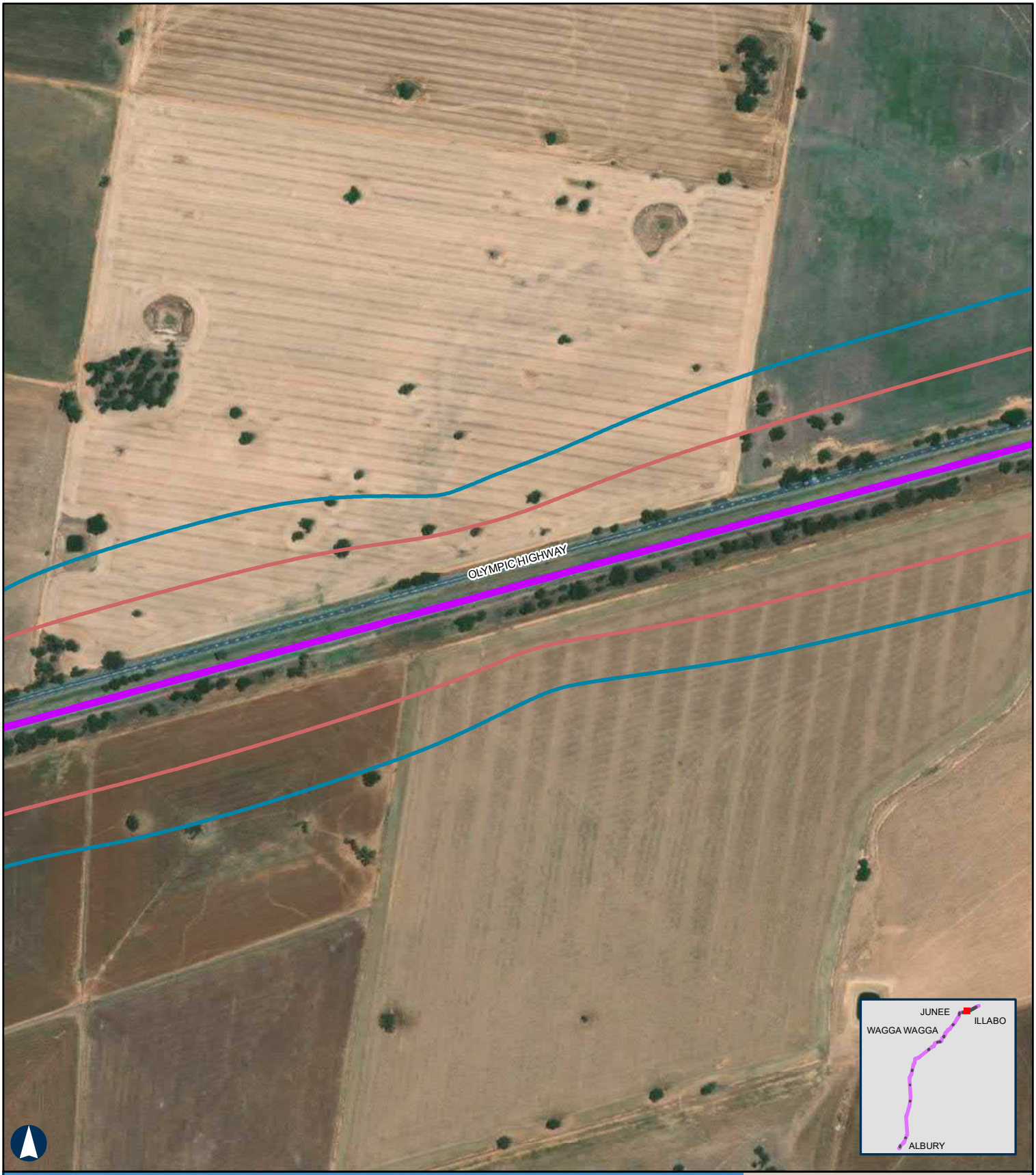

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

100m

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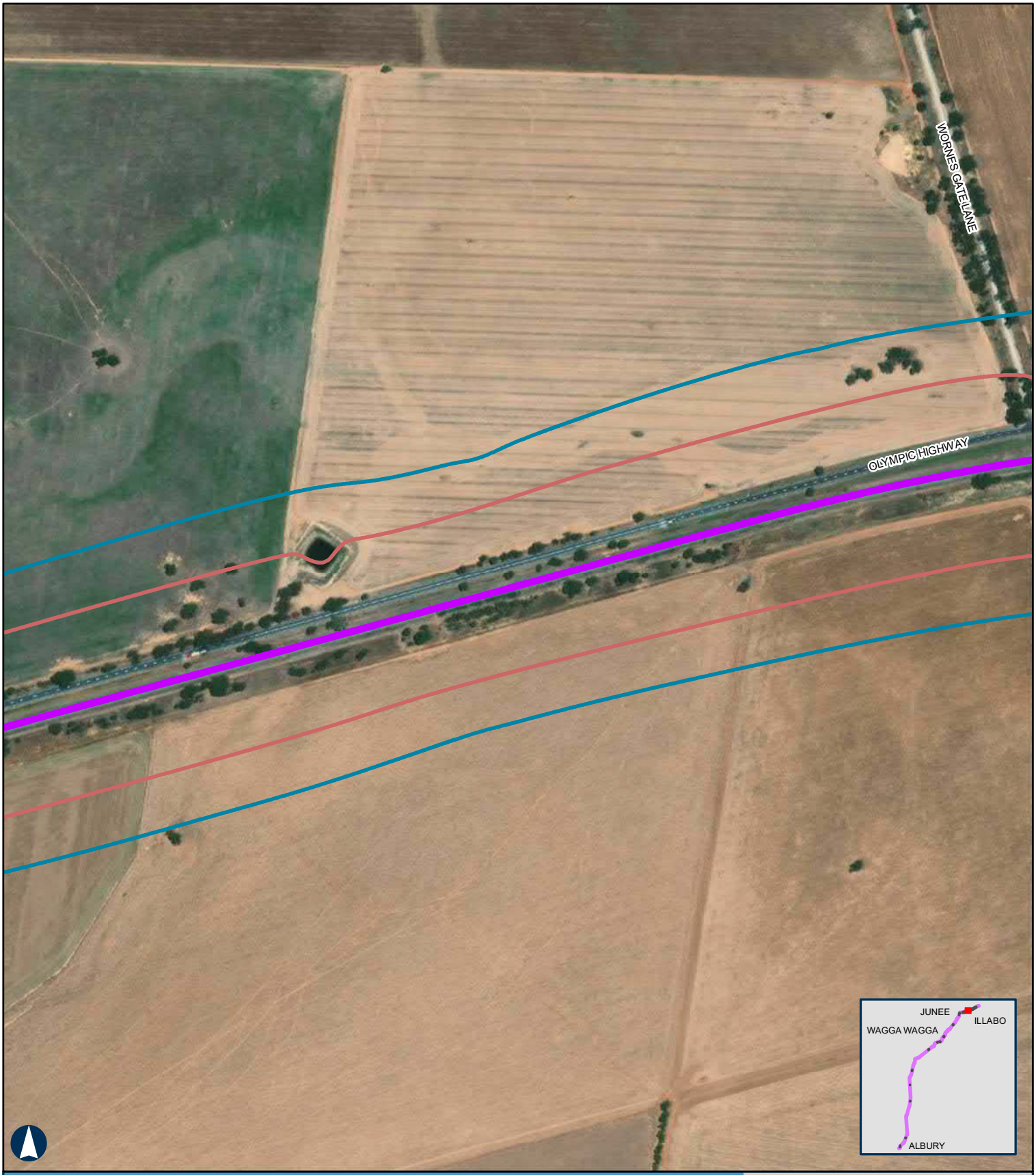

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 29 of 37

100m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:6,000
Date: 23-Mar-2022
Author: JG

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- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Receptors
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Noise contours are based on a set distance above the local terrain level of 2.4m.

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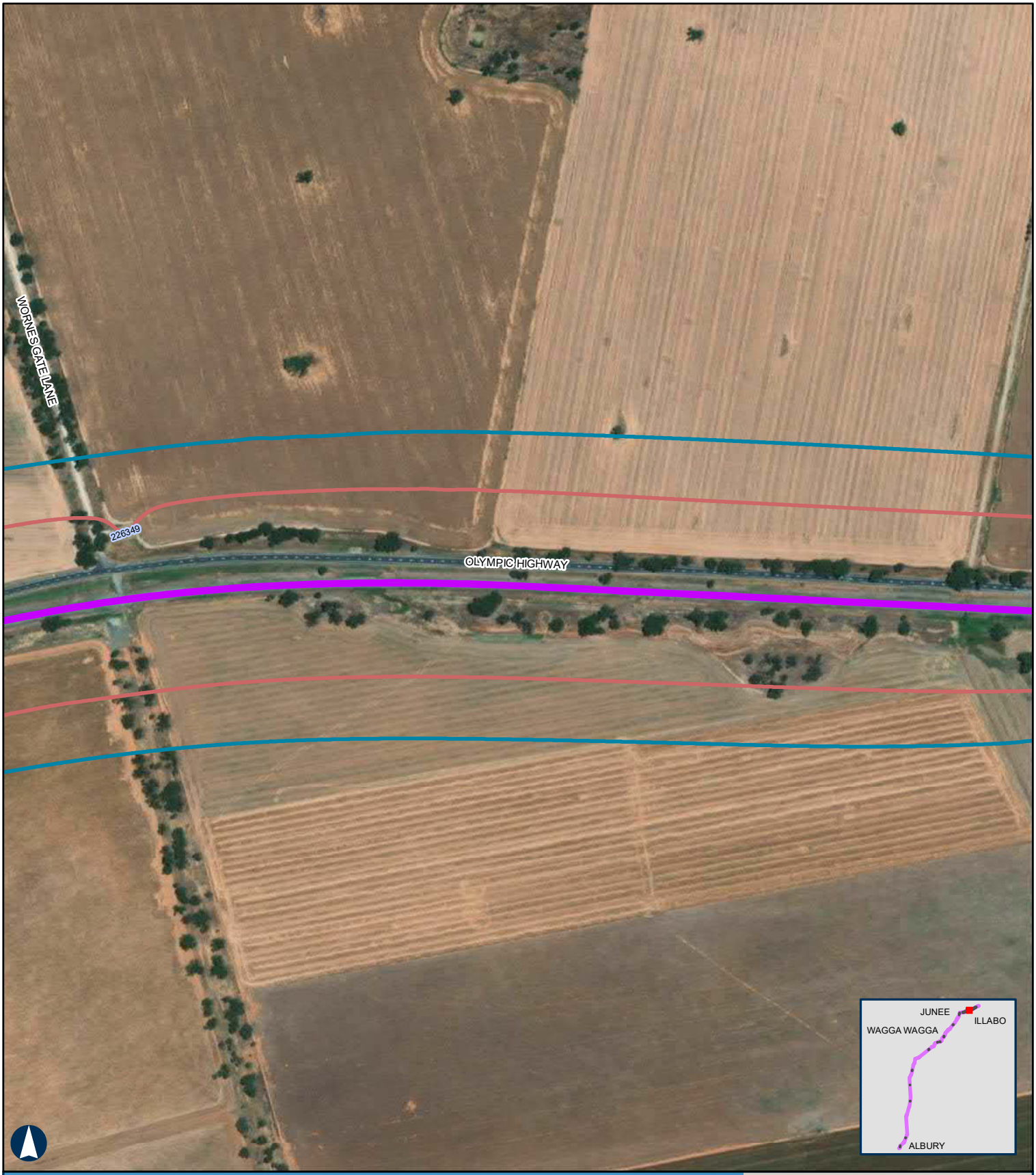

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 30 of 37

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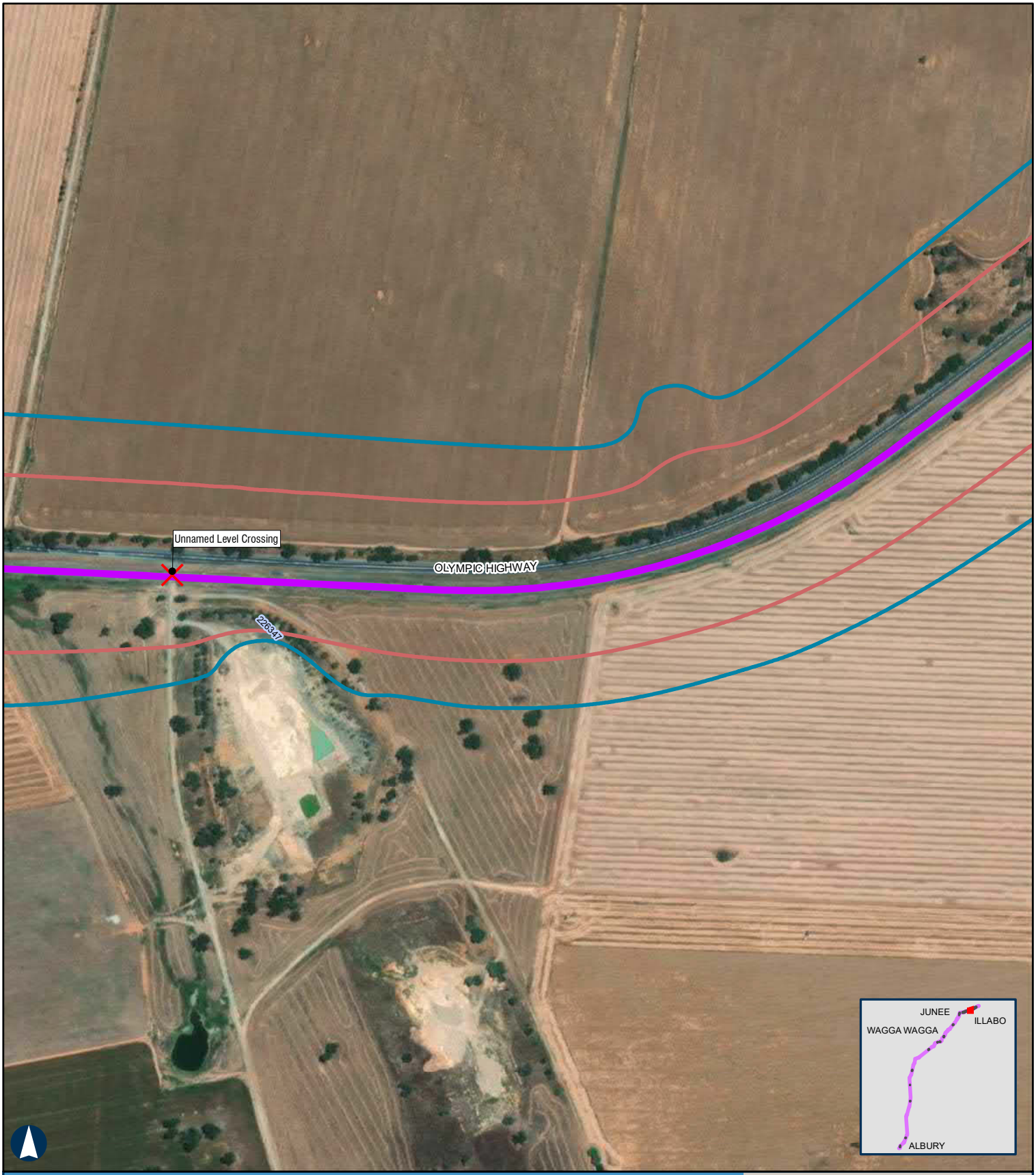

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 31 of 37

100m

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ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 32 of 37

100m

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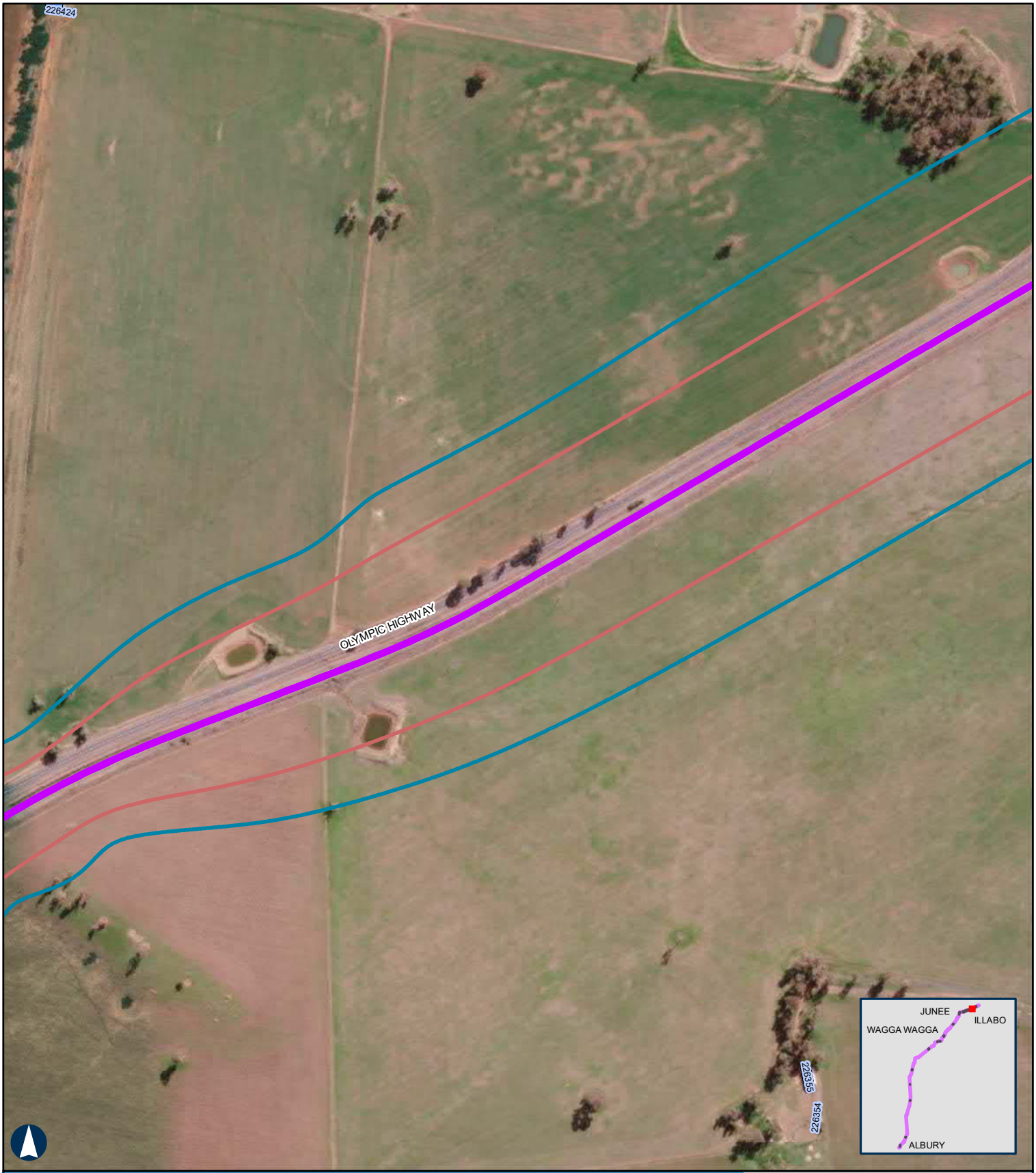

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Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 33 of 37

100m

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ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 34 of 37

100m

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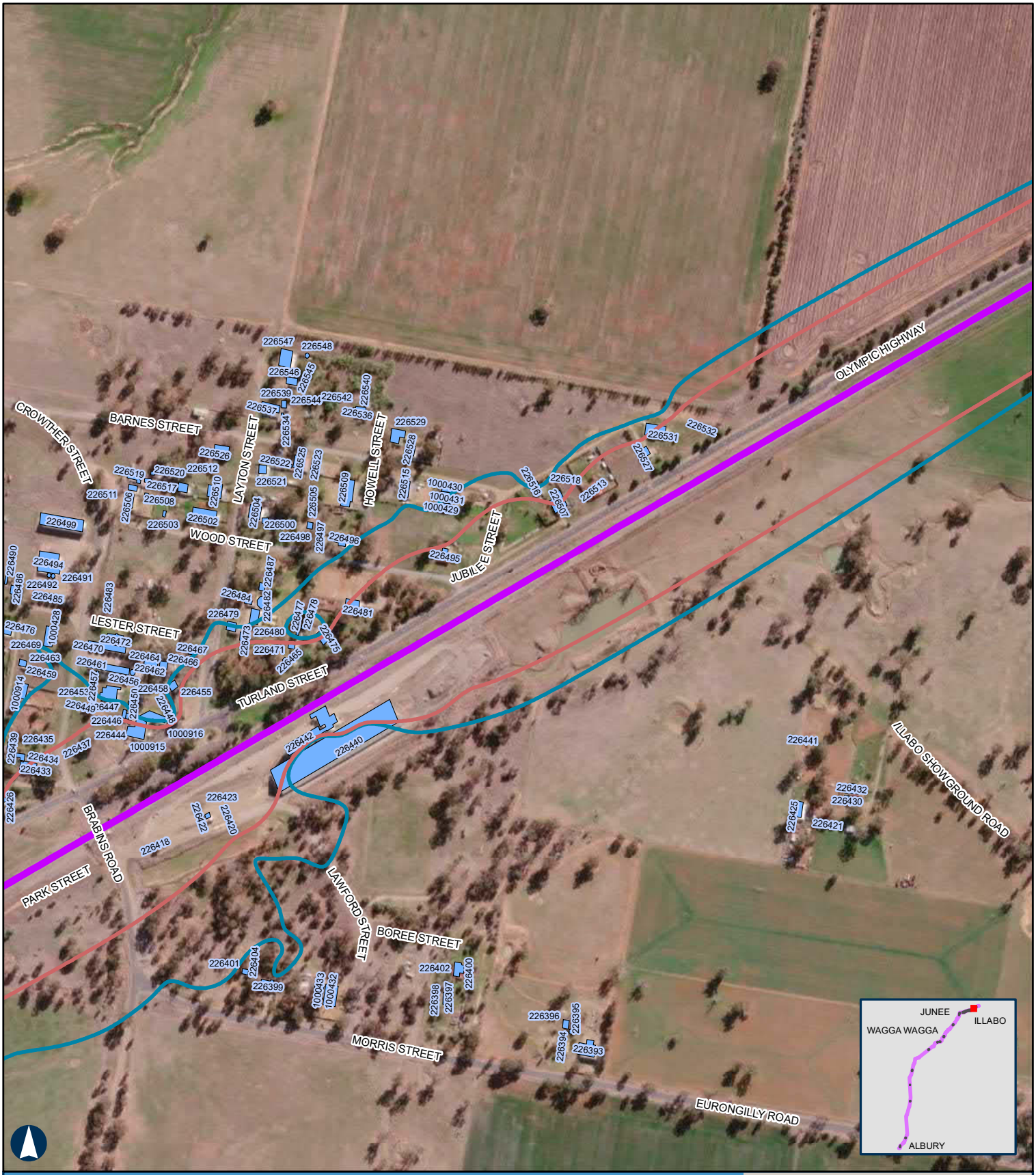

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 35 of 37

100m

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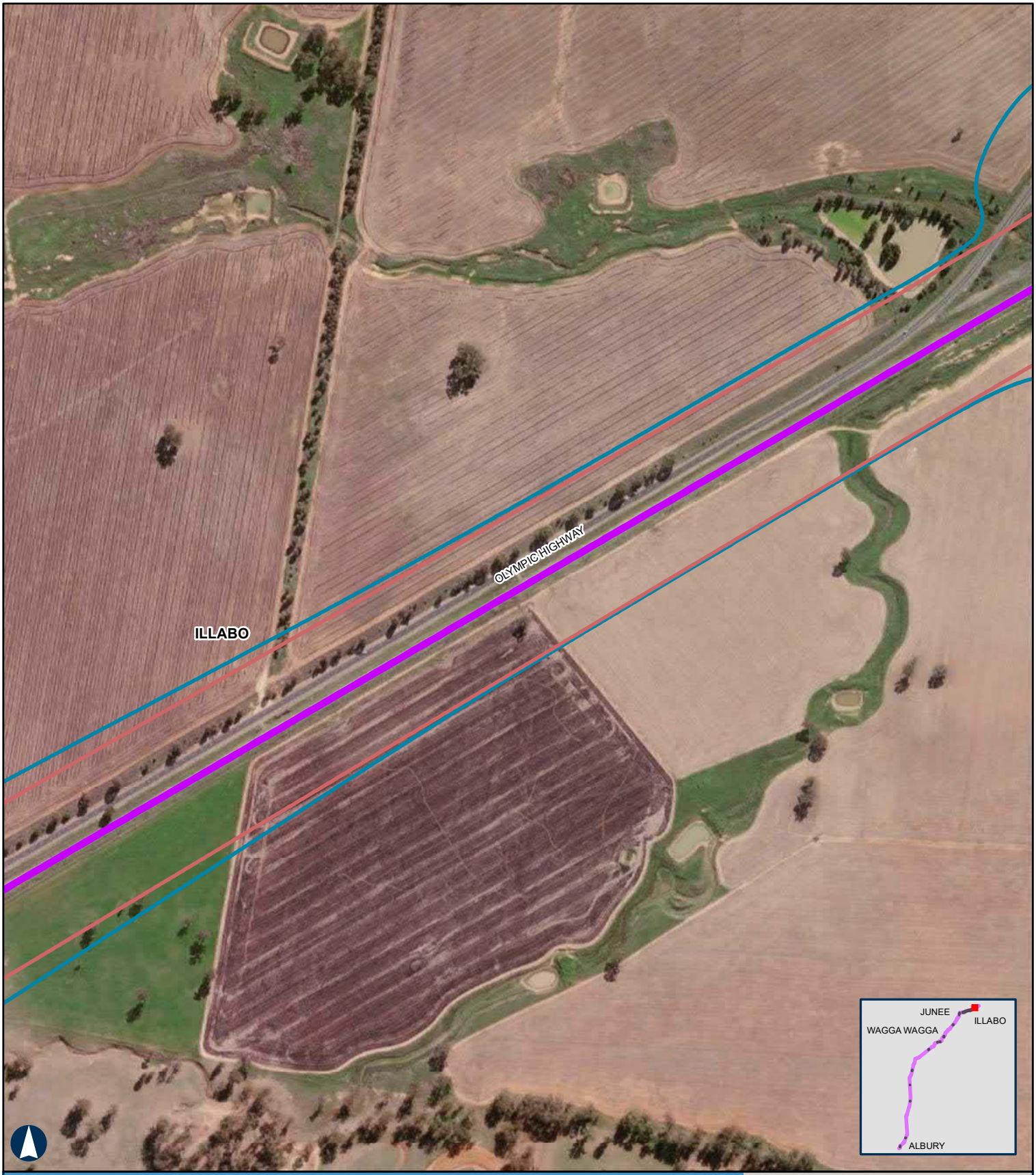

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

APPENDIX E - Map 36 of 37

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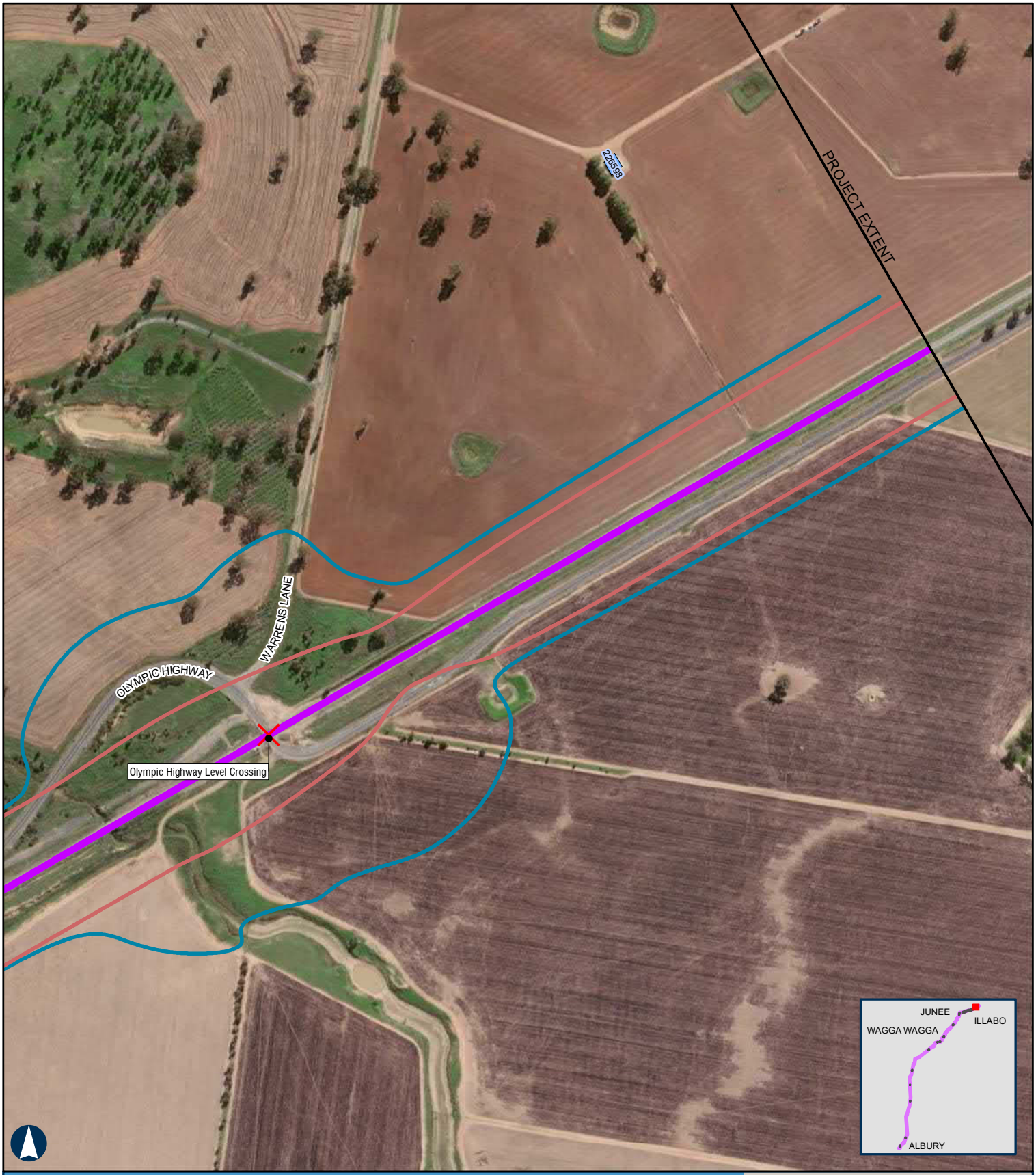

ALBURY TO ILLABO

Year 2040 Night-time Rail Noise Levels - Junee to Illabo

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