## TECHNICAL REPORT





## Noise and vibration assessment – operational rail

PART 2 OF 4 Appendix A to D

NARROMINE TO NARRABRI ENVIRONMENTAL IMPACT STATEMENT



The Australian Government is deliverin Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

## TECHNICAL REPORT



# Noise and vibration assessment – operational rail

Appendix A

Identification of sensitive receivers

NARROMINE TO NARRABRI ENVIRONMENTAL IMPACT STATEMENT



#### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 1 of 84



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#### Sensitive Receivers

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#### APPENDIX A - Map 2 of 84



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Sensitive Receivers

- Proposal Extent
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- Sensitive Receivers



#### APPENDIX A - Map 3 of 84



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
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- Sensitive Receivers



#### APPENDIX A - Map 4 of 84



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Paper: A4	Scale:	1:20,000
Date: 31-Jul-2020		
Author: JG		

Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 5 of 84



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#### 500 m

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Paper: A4 Scale: 1:15,000 Date: 31-Jul-2020 Author: JG



- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
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- Sensitive Receivers



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Paper: A4 Date: 31-Jul-2020 Scale: 1:20,000 Author: JG

#### Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 8 of 84



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Paper: A4 Date: 31-Jul-2020 Scale: 1:20,000 Author: JG

#### Sensitive Receivers

- Proposal Extent
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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
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- Sensitive Receivers



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 13 of 84



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Scale: 1:20,000

- - Proposal Extent Crossing Loops
  - Rail Alignment/Centreline
  - Bridges & Viaducts
  - Sensitive Receivers



#### APPENDIX A - Map 14 of 84



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Paper: A4 Date: 31-Jul-2020 Author: JG

500 m



#### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- Crossing Loops
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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### **Sensitive Receivers**

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

### Sensitive Receivers

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- Rail Alignment/Centreline
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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
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#### APPENDIX A - Map 27 of 84



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

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#### APPENDIX A - Map 28 of 84



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
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- Rail Alignment/Centreline
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#### APPENDIX A - Map 29 of 84



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
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- Rail Alignment/Centreline
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- Proposal Extent
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#### Sensitive Receivers

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### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 35 of 84





## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 36 of 84



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### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 37 of 84





### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 38 of 84



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# 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 39 of 84



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



### APPENDIX A - Map 40 of 84



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### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



### APPENDIX A - Map 41 of 84



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 42 of 84



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 43 of 84



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## 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 44 of 84



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## 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



### APPENDIX A - Map 45 of 84





## 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

### Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



### APPENDIX A - Map 46 of 84



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### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

**Sensitive Receivers** 

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 47 of 84





## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



### APPENDIX A - Map 48 of 84



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#### 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



### APPENDIX A - Map 49 of 84



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### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 50 of 84



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 51 of 84





### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

### Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 52 of 84



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### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



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### Sensitive Receivers

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 54 of 84



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 55 of 84



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#### 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

### Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 56 of 84



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

# Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 57 of 84



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 58 of 84



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### 500 m

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1:20,000

Paper: A4	Scale:
Date: 31-Jul-2020	
Author: JG	

Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 59 of 84





## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 60 of 84



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### 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

# Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 61 of 84



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# 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4	Scale:	1:20,000
Date: 31-Jul-2020		
Author: JG		

Sensitive Receivers

### Proposal Extent

- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 62 of 84



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#### 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 63 of 84



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## Sensitive Receivers

500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 64 of 84



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#### 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4	Scale:	1:20,000
Date: 31-Jul-2020		
Author: JG		

#### Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 65 of 84





## 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 66 of 84





### 500 m

Coordinate System: GDA 1994 MGA Zone 56

Scale: 1:20,000

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Paper: A4 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 67 of 84



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#### Sensitive Receivers

### 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Proposal Extent

- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 68 of 84



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### 500 m

Coordinate System: GDA 1994 MGA Zone 56

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



#### APPENDIX A - Map 69 of 84



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

## Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



# APPENDIX A - Map 70 of 84



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Sensitive Receivers

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Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
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#### APPENDIX A - Map 72 of 84



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Proposal Extent
- **Crossing Loops**
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#### Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

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#### **Sensitive Receivers**

- Proposal Extent
- **Crossing Loops**
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

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Date: 31-Jul-2020		
Author: JG		

Sensitive Receivers

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges & Viaducts
- Sensitive Receivers



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Sensitive Receivers

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### TECHNICAL REPORT



# Noise and vibration assessment – operational rail

## Appendix B Noise prediction model verification

NARROMINE TO NARRABRI ENVIRONMENTAL IMPACT STATEMENT

#### **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 21** 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 <sup>1,2</sup>
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  $1/10^{th}$  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 (LAE) for each individually processed train passby was calculated as part of the analysis process. The discrete LAE of each identified Freight and XPT train are plotted in **Figure B1** and **Figure B2** below for the three monitoring locations.

The average LAE is plotted with comparison to the modelled value representative of a 1,000 m freight train with NR class locomotive, as per **Table 21**. 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





#### Monitored daily rail noise levels

The monitored daily LAeq railway noise levels at each monitoring location are detailed in the following table. The daily LAeq 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
	LAeq(15hour)	LAeq(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 LAeq 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 LAeq noise levels are generally higher than the daytime LAeq 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** 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**.

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.
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).

#### Table B3 Noise modelling inputs

#### **Noise model verification**

The predicted and monitored L<sub>Aeq</sub> 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<sub>Aeq</sub> 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	
	LAeq,15hr	LAeq,9hr	
Perryman Lane	63.2	65.2	
Henty	62.3	64.2	
Wanitool	64.1	66.0	

The monitored and modelled L<sub>Aeq</sub> 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<sub>Aeq</sub> noise levels verify within 2 dBA of the monitored L<sub>Aeq</sub> 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.

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

#### Table B5Noise model verification

### TECHNICAL REPORT



# Noise and vibration assessment – operational rail

Appendix C

Noise and vibration from double-stacked freight consist

NARROMINE TO NARRABRI 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 level 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).





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**.





### TECHNICAL REPORT



# Noise and vibration assessment – operational rail

Appendix D

Predicted airborne railway noise levels – year 2025 proposal opening

NARROMINE TO NARRABRI ENVIRONMENTAL IMPACT STATEMENT

The predicted railway noise levels at the commencement of railway operations in year 2025 are detailed in the following table and noise contour maps.

The predicted noise levels are provided for the identified sensitive receivers within the 2 km study area. This includes all sensitive receivers where the predicted noise levels triggered an investigation of noise mitigation.

Following the tabulated results are the predicted noise contour maps for the daytime and night-time railway operations at the proposal opening in year 2025. The noise contours have been presented as the daytime and night-time assessment criteria adopted from the RING. All noise contours are predicted at 2.4 m above the residual ground level.

The noise contours are calculated from the interpolation of thousands of calculation points and provide an overview of the railway noise levels to assist the interpretation of the assessment and its outcomes. The tabulated noise levels at the individual sensitive receivers should be referenced when assessing railway noise levels against the criteria.

December ID	Rail noise criteria		Project rail noise levels dBA			
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
239732	60	55	80	47	51	74
239733	60	55	80	48	52	76
239740	60	55	80	50	53	78
239748	60	55	80	47	51	76
239751	60	55	80	47	51	76
239764	60	55	80	46	49	73
239768	60	55	80	43	47	71
239781	60	55	80	39	43	68
243368	60	55	80	45	49	73
243378	60	55	80	49	53	78
243390	60	55	80	45	49	73
243394	60	55	80	41	45	69
243428	60	55	80	48	52	77
243429	60	55	80	49	53	77
243438	60	55	80	49	51	75
243471	60	55	80	55	59	84
243471	60	55	80	53	56	87
243473	60	55	80	25 46	50	73
243504	60	55	80	40	17	73
243563	60	55	80	25	20	61
243505	60	55	80 90	20	12	67
245565	60	55	80 80	35 41	45 AE	70
245591	60		00 90	41	45 45	70
243009	60	55 EE	00 90	41	45 47	70
243004	60	55	80 80	45	47 E1	70
243090	60	55	00 90	40	10	70
243754	60	55 FF	80	45	48	73
243738	60	55 FF	80	47	51	74
243772	60	55 FF	80	21	54 49	78
243783	60	55 FF	80	45 52	48	/3
243791	60 C0	55 FF	80	5Z	50	81
243829	60	55	80	48	52	70
243840	60	55	80	41	45	70
243844	60	55	80	45	49	73
243849	60	55 FF	80	40	50	73
243853	60	55 FF	80	47	51	74
243859	60	55	80	44	48	71
243862	60	55	80	47	51	75
243864	60	55	80	47	51	76
243867	60	55	80	48	52	76
243868	60	55	80	52	56	81
243882	60	55	80	48	52	//
243884	60	55	80	49	52	//
243895	60	55	80	46	49	72
243898	60	55	80	45	48	72
243902	60	55	80	44	47	70
243906	60	55	80	51	55	80
243927	60	55	80	52	56	81
243931	60	55	80	53	57	83
243937	60	55	80	45	49	73
243951	60	55	80	46	50	74
243961	60	55	80	48	51	76
243977	60	55	80	50	54	79
243983	60	55	80	45	48	71
243987	60	55	80	46	49	72
243996	60	55	80	51	55	80
244012	60	55	80	44	48	72
244013	60	55	80	45	49	72

December ID	Rail noise criteria		Project rail noise levels dBA			
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
244014	60	55	80	46	50	73
244038	60	55	80	44	48	71
244053	60	55	80	52	56	80
244057	60	55	80	51	55	80
244075	60	55	80	47	51	74
244093	60	55	80	47	50	75
244102	60	55	80	46	50	73
244118	60	55	80	47	51	75
244124	60	55	80	44	48	70
244131	60	55	80	45	49	73
244137	60	55	80	47	50	74
244173	60	55	80	48	52	76
244201	60	55	80	47	51	76
244201	60	55	80	46	50	75
244211	60	55	80	40	18	73
244214	60	55	80	45	40	73
244223	60	55	80	44 //1	40	69
244234	60	55	80 90	20	45	66
244233	60	55	80 80	12	45	71
244204	60		00 90	43 50	4/ EE	/ l 01
244309	60	55 FF	00 80	5Z 42	22 47	<b>01</b>
244329	60	55 FF	80	43	47	70
244370	60	55 FF	80	45	49	71
244394	60	55 EE	80	43	40	71
244401	60	55 FF	00 80	43	40	72
244419	60		00 90	47	51 AC	75
244422	60	55 FF	00 80	43	40	70
244437	60	55 FF	00 80	42	45	70
244449	60		00 90	40	44 E0	76
244405	60		00 90	40	52	70
244403	60		00 90	47	50 47	75
244492	60	55 FF	00 80	44	47 FO	70
244490	60	55	80 80	47	50	73
244510	60	55	80 80	47	50	74
244551	60	55	80 80	40	10	73 72
244530	60	55	80 90	44	40 E2	72
244347	60	55	80 80	45	55	70
244554	60	55	80 80	40	10	73 72
244508	60	55	80 90	45	40 E1	72
244983	60	55	80 80	47	51	75
244994	60	55	80 80	40	30 47	73
245002	60	55	80 80	43	47	70 60
245004	60	55	80 80	42	40 E1	75
245009	60	55	80 80	40	10	73 72
245054	60	55	80 80	44	40	72
245042	60	55	80 80	45	49 50	73
245044	60	55	80 90	40	10	74
245040	60	55	80 80	40	49	74
245047	60	55	80 80	45	49 50	74
243040	60	55	80 80	40	50	75
245055	60	55	80 90	40	JI 47	70
245067	60	55	80	<del>ب</del> ح 11	/ //5	, <u>2</u> 69
24507	60	55	80	71 //3	-5 17	72
245073	60	55	80	-J /1	/ //5	, <u>-</u> 68
245074	60	55	80	43	46	70
245078	60	55	80	43	47	72
245081	60	55	80	43	47	71
243001	00		00		т,	/ -

December ID	Rail noise criteria		Project rail noise levels dBA		levels dBA	
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
245083	60	55	80	43	46	70
245084	60	55	80	43	47	71
245088	60	55	80	44	48	72
245090	60	55	80	42	46	70
245091	60	55	80	43	46	70
245093	60	55	80	44	48	72
245096	60	55	80	43	46	70
245097	60	55	80	44	47	71
245103	60	55	80	43	47	71
245104	60	55	80	45	49	73
245105	60	55	80	42	46	69
245106	60	55	80	43	46	70
245107	60	55	80	45	40	70
245113	60	55	80	44 12	46	72
245113	60	55	80	42	50	70
245114	60	55	80	40	17	74
245118	60	55	80	45	47	70
245120	60	55	80 80	43	40	70
243120	60	55	80 80	42	40	70
245120	60	55	80 80	42	40	70
245128	60	55	80 80	42	40	70
245152	60	55 FF	00 80	43	40	70
245155	60	55 FF	00 80	43	40	70
245138	60	55 EE	80	43	47	71
245159	60	55 FF	00 80	43	47	70
245142	60	55 FF	00 80	42	40	70
245144	60	55 FF	80	42	40	70
245140	60	55 FF	00 80	44	47	71
245150	60		00 90	45	40	70
243133	60		00 90	44	47	71
245150	60		00 90	45	47	72
245159	60	55 FF	00 80	41	44	0/ 74
245101	60		00 90	40	49	74
245162	60	55	80 80	44	40	72
245104	60	55	80 80	45	49	71
245170	60	55	80 90	45	45	73
243171	60	55	80 80	43	40	70
243172	60		00 90	44	40	72
245175	60	55	80 80	43	40	70
245161	60	55	80 80	45	47	71
243182	60	55	80 80	40	49	75
243184	60	55	80 80	44	40	71
245185	60	55	80 80	43	40	70
243180	60	55	80 80	45	47	71
245188	60	55	80 80	43	47	70
245105	60	55	80 80	44	47	60
245190	60	55	80 80	42	40	71
245191	60		00 90	44	47	71
245194	60		00 90	45	40	70
24,5157	60	55	80	44 12	40	۲ <u>۲</u>
245196	60		00 90	42	40	09 70
245199	60	55	80	44	47 AA	7 <u>6</u> 7
245200	60		00 00	40	44 47	71
245201	60		00 00	44 12	+/ /6	71
245205	60	55	80	45 11	40	70
245204	60		00 00	44	47 47	/ <u>1</u> 72
245205	60	55	00 90	44	47	/ <u>/</u>
243200	00	رر	00	40	44	00

Rail noise criteria		Project rail noise levels dBA				
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
245208	60	55	80	44	48	72
245209	60	55	80	46	49	74
245210	60	55	80	47	51	76
245211	60	55	80	44	48	70
245212	60	55	80	42	46	68
245213	60	55	80	43	47	70
245214	60	55	80	44	48	72
245215	60	55	80	40	43	67
245216	60	55	80	43	46	70
245218	60	55	80	44	47	71
245219	60	55	80	43	47	70
245224	60	55	80	44	47	71
245225	60	55	80	43	46	69
245228	60	55	80	40	43	66
245232	60	55	80	40	46	70
245232	60	55	80	43	46	69
245233	60	55	80	42	40	72
245234	60	55	80	45 //1	40	68
245235	60	55	80	12	45	70
245257	60	55	80 80	45	47	70
245240	60		80 80	45 AE	40	70
245241	60	55 FF	00 80	45 45	40	75
245244	60	55 FF	00 80	45 45	40	72
245240	60	55 E E	80	45	49	72
245246	60	55	80 80	42	40	74
245251	60	55	80	40	49	74
245252	60	55	80	43	47	70
245255	60	55	80	40	43	0/
245258	60	55	80	43	47	/1
245259	60	55	80	45	49	71
245262	60	55	80	43	46	70
245265	60	55	80	42	45	70
245268	60	55	80	44	48	/1
245269	60	55	80	38	41	64
245274	60	55	80	42	46	69
245275	60	55	80	39	43	66
245276	60	55	80	45	48	72
245279	60	55	80	43	46	71
245280	60	55	80	41	45	68
245283	60	55	80	44	48	70
245285	60	55	80	41	44	67
245286	60	55	80	42	46	70
245289	60	55	80	38	42	64
245290	60	55	80	45	48	72
245294	60	55	80	45	48	72
245295	60	55	80	43	47	71
245296	60	55	80	42	46	70
245298	60	55	80	42	45	68
245299	60	55	80	42	46	70
245300	60	55	80	41	44	67
245309	60	55	80	43	47	70
245311	60	55	80	44	47	70
245312	60	55	80	42	45	68
245313	60	55	80	43	47	70
245314	60	55	80	42	46	70
245316	60	55	80	41	44	68
245317	60	55	80	39	43	65
245319	60	55	80	39	42	65

December ID	Rail noise criteria		Project rail noise levels dBA		levels dBA	
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
245321	60	55	80	42	46	70
245323	60	55	80	40	44	67
245324	60	55	80	42	46	70
245325	60	55	80	40	44	68
245328	60	55	80	41	45	69
245330	60	55	80	42	46	69
245334	60	55	80	45	48	72
245336	60	55	80	39	43	65
245337	60	55	80	41	45	68
245339	60	55	80	47	50	73
245340	60	55	80	43	47	70
245341	60	55	80	43	46	70
245344	60	55	80	45	48	72
245345	60	55	80	43	46	70
245346	60	55	80	42	45	69
245349	60	55	80	42	45	71
245355	60	55	80	45	47	71
245551	60	55	80 80	42	40	70
245552	60	55	80 80	43	47	70
24000	60		00 90	42	40	70 67
245554	60	55 FF	00 80	40	45	07 CC
245355	60 C0	55 FF	80	40	43	00
245350	60	55	80	44	47	71
245357	60	55	80	43	46	71
245358	60	55	80	46	49	74
245359	60	55	80	39	43	66
245360	60	55	80	40	44	65
245361	60	55	80	44	47	72
245362	60	55	80	41	44	67
245366	60	55	80	38	42	65
245367	60	55	80	44	48	71
245368	60	55	80	39	42	67
245371	60	55	80	41	45	68
245372	60	55	80	41	44	67
245374	60	55	80	46	50	73
245376	60	55	80	41	44	67
245378	60	55	80	41	45	68
245381	60	55	80	46	49	74
245382	60	55	80	41	45	68
245385	60	55	80	37	40	65
245387	60	55	80	41	44	67
245391	60	55	80	41	44	68
245393	60	55	80	42	46	69
245395	60	55	80	46	50	73
245396	60	55	80	42	45	69
245399	60	55	80	40	44	68
245400	60	55	80	42	45	69
245401	60	55	80	43	46	71
245403	60	55	80	41	44	67
245404	60	55	80	40	44	67
245411	60	55	80	40	44	66
245412	60	55	80	43	47	70
245415	60	55	80	41	44	67
245416	60	55	80	44	47	72
245418	60	55	80	40	43	66
245419	60	55	80	40	44	67
245422	60	55	80	42	45	69
245423	60	55	80	43	47	70
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Rail noise criteria		Project rail noise levels dBA				
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
245424	60	55	80	45	49	73
245429	60	55	80	45	48	73
245430	60	55	80	40	44	66
245431	60	55	80	41	45	69
245432	60	55	80	59	63	88
245434	60	55	80	45	48	72
245438	60	55	80	47	50	76
245439	60	55	80	42	45	70
245440	60	55	80	44	48	72
245441	60	55	80	42	45	69
245442	60	55	80	46	50	74
245443	60	55	80	47	50	75
245445	60	55	80	42	46	69
245446	60	55	80	41	45	69
245447	60	55	80	41	45	69
245449	60	55	80	42	46	70
245451	60	55	80	42	40	70
245451	60	55	80	42	50	70
245452	60	55	80	40	16	69
245453	60	55	80	55	50	84
245454	60	55	80 90	JJ //1	<b>J</b> 5	60
245455	60	55	80 80	41	45	71
245450	60		00 90	45	47 62	/ I 90
245459	60	55 EE	00 90	0U E1	<b>05</b>	<b>07</b>
243402	60	55	80 80	12	74 76	70
243403	60	55	00 90	42	40	70 60
245400	60	55 FF	80	42	40	69
245409	60	55 FF	80	42	40	69
245470	60	55 FF	80	42	45	09 70
245471	60	55 FF	80	43	47	70
245474	60 C0	55 FF	80	44	48	72
245475	60	55	80	44	47	71
245470	60	55	80	43	47	71
245477	60	55	80	46	50	74
245478	60	55 FF	80	44	48	72
245480	60	55 FF	80	44	48	72
245481	60	55	80	45	48	72
245484	60	55	80	45	48	/3
245485	60	55	80	43	46	70
245488	60	55	80	43	47	69
245489	60	55	80	45	49	/3
245490	60	55	80	43	4/	/1
245491	60	55	80	45	48	72
245494	60	55	80	46	50	74
245496	60	55	80	46	50	/3
245497	60	55	80	47	50	74
245502	60	55	80	44	48	72
245512	60	55	80	60	63	89
245517	60	55	80	59	62	90
245520	60	55	80	42	45	68
245523	60	55	80	53	56	82
245524	60	55	80	57	61	87
245541	60	55	80	54	57	82
245542	60	55	80	44	48	71
245543	60	55	80	43	47	69
245544	60	55	80	51	55	80
245553	60	55	80	45	48	71
245558	60	55	80	46	49	73

Rail noise criteria			Project rail noise levels dBA			
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
245578	60	55	80	47	51	75
245579	60	55	80	45	49	72
245580	60	55	80	44	48	71
245586	60	55	80	47	50	76
245588	60	55	80	38	42	67
245591	60	55	80	39	42	68
245593	60	55	80	44	47	72
245601	60	55	80	44	47	71
245604	60	55	80	40	44	68
245605	60	55	80	40	44	68
245606	60	55	80	41	44	69
245608	60	55	80	40	44	68
245611	60	55	80	42	45	70
245612	60	55	80	41	45	68
245615	60	55	80	43	43	70
245617	60	55	80	46	50	73
245619	60	55	80	40 //2	45	70
245629	60	55	80	42 //1	45	68
245623	60	55	80	40	44 AA	68
245635	60	55	80	40	44	70
245035	60	55	80 90	41	4J E1	70
245038	60	55	80 80	47	51	75
243039	60		00 90	47	51 A A	75 69
243041	60	55	80 80	41 /1	44	60
245045	60	55	80 80	20	44	60
243044	60	55	00 90	39 42	45 45	70
245045	60	55 FF	80	42	45 45	70
245040	60	55 FF	80	41	45	09 72
	60	55 FF	80	44	47 4F	72
	60	55 FF	80	41	45	08
245058	60 C0	55 FF	80	43	47	/1
245660	60	55	80	41	45	69 72
245662	60	55	80	45	48	72
245663	60	55	80	43	47	71
245004	60	55 FF	80	43	47	70
245000	60	55 FF	80	43	47	70
245677	60	55	80	38	41	64
245697	60	55	80	30	40	64 CF
245705	60	55	80	38	42	65
245706	60	55	80	38	42	05
245707	60	55	80	43	47	/1
245709	60	55	80	36	40	63
245/13	60	55	80	37	41	64
245/1/	60	55	80	38	42	65
245718	60	55	80	36	40	63
245721	60	55	80	39	42	65
245722	60	55	80	37	40	64
245727	60	55	80	38	42	65
245728	60	55	80	42	45	70
245737	60	55	80	39	42	66
245741	60	55	80	38	42	66
245749	60	55	80	39	43	66
245754	60	55	80	37	40	64
245757	60	55	80	43	47	72
245758	60	55	80	39	43	67
245759	60	55	80	39	43	65
245760	60	55	80	38	41	65
245770	60	55	80	39	42	65

December ID	Rail noise criteria		Project rail noise levels dBA		levels dBA	
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
245772	60	55	80	39	42	66
245780	60	55	80	38	41	65
245788	60	55	80	39	42	65
245790	60	55	80	38	42	65
245794	60	55	80	39	42	66
245795	60	55	80	43	46	71
245806	60	55	80	38	42	65
245808	60	55	80	39	43	67
245820	60	55	80	42	46	70
245821	60	55	80	38	42	65
245825	60	55	80	39	43	66
245827	60	55	80	39	42	65
245831	60	55	80	37	40	64
245833	60	55	80	39	42	66
245836	60	55	80	37	41	64
245840	60	55	80	38	42	65
245848	60	55	80	12	42	70
245851	60	55	80	30	40	70 66
245851	60	55	80	37	45 //1	63
245856	60	55	80	30	13	67
245850	60	55	80	39	43	65
245858	60	55	80 90	20	42	66
243001	60	55	80 80	39 41	45	60
243003	60	55	80 80	41 20	44	69
243800	60	55	80 80	39 40	45	66
243070	60	55	80	40	45	00 C0
245871	60	55 FF	80	40	44 4F	08
245877	60	55 FF	80	41	45	09 CF
245878	60	55 FF	80	38	42	05
245882	60	55 FF	80	38	42	71
245885	60 C0	55 FF	80	43	47	/1
245880	60	55 FF	80	39	43	07
245887	60	55 FF	80	39	43	08
245889	60	55 FF	80	39	42	C7
245891	60	55 55	80	39	43	0/
245895	60	55	80	41	45	70
245897	60	55	80	39	43	67
245899	60	55	80	38	42	67
245901	60	55	80	40	43	69
245902	60	55	80	40	44	68
245903	60	55	80	39	43	67
245906	60	55	80	40	43	67
245910	60	55	80	42	45	69
245912	60	55	80	40	44	70
245914	60	55	80	42	45	70
245915	60	55	80	40	44	67
245917	60	55	80	41	45	70
245918	60	55	80	40	44	67
245923	60	55	80	40	43	68
245924	60	55	80	44	47	72
245925	60	55	80	37	41	66
245926	60	55	80	41	45	69
245933	60	55	80	41	44	69
245934	60	55	80	41	45	69
245935	60	55	80	40	44	67
245936	60	55	80	38	42	65
245940	60	55	80	42	45	70
245942	60	55	80	41	45	70

Rail noise criteria				Project rail noise levels dBA		
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
245945	60	55	80	42	45	68
245950	60	55	80	39	43	66
245951	60	55	80	40	44	69
245953	60	55	80	40	44	68
245954	60	55	80	43	47	71
245956	60	55	80	40	44	69
245958	60	55	80	41	44	69
245959	60	55	80	41	45	69
245965	60	55	80	41	45	70
245966	60	55	80	39	43	67
245972	60	55	80	41	45	69
245974	60	55	80	44	47	72
245977	60	55	80	39	43	67
245978	60	55	80	40	44	69
245979	60	55	80	40	45	68
245980	60	55	80	42	45	69
245980	60	55	80	42	10	67
245501	60	55	80	40	44 ΛΛ	67
245902	60	55	80	40	44	69
245952	60	55	80	41 //1	45	70
245995	60	55	80 90	20	45	65
245354	60	55	80 80	30 41	42	60
245995	60		00 90	41	45	09 C0
245997	60	55	80 80	41	44	60
245998	60	55	80 80	40	44	74
240000	60		00 90	45	49	74
246001	60	55 FF	80	44	47	72
246004	60	55 FF	80	40	44	08
240000	60	55 FF	80	37	41	04
240008	60	55 FF	80	40	44	07
246010	60 C0	55 FF	80	40	44	08
246012	60	55	80	43	47	72
246014	60	55	80	40	44	67 C7
246015	60	55	80	40	43	6/ C7
240010	60	55 FF	80	40	43	0/
246017	60	55 FF	80	45	49	74
246020	60	55	80	41	45	69
246021	60	55	80	40	44	68
246022	60	55	80	40	44	68
246023	60	55	80	40	44	69
246024	60	55	80	40	43	67
246025	60	55	80	41	45	69
246028	60	55	80	41	44	68
246030	60	55	80	44	47	/2
246033	60	55	80	40	44	6/
246035	60	55	80	42	46	71
246036	60	55	80	38	42	67
246037	60	55	80	41	45	70
246038	60	55	80	40	44	68
246041	60	55	80	40	44	68
246043	60	55	80	50	54	79
246045	60	55	80	44	48	72
246046	60	55	80	38	42	68
246047	60	55	80	41	44	68
246048	60	55	80	40	44	68
246051	60	55	80	44	47	72
246052	60	55	80	40	44	69
246054	60	55	80	52	56	81

December ID	Rail noise criteria			Project rail noise levels dBA		
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
246057	60	55	80	41	44	68
246059	60	55	80	41	44	68
246061	60	55	80	41	44	68
246064	60	55	80	38	41	66
246066	60	55	80	40	44	68
246067	60	55	80	42	46	70
246069	60	55	80	43	46	71
246071	60	55	80	45	48	72
246072	60	55	80	42	46	71
246073	60	55	80	40	44	69
246074	60	55	80	40	44	69
246077	60	55	80	42	45	69
246081	60	55	80	43	46	70
246083	60	55	80	43	46	70
246086	60	55	80	43	46	71
246090	60	55	80	42	46	70
246092	60	55	80	42 //1	40	70
246092	60		80 80	41	45	60
246096	60	55 FF	00 80	40	44 4F	70
246098	60	55	80	41	45	70
246100	60	55	80	41	45	69
246102	60	55	80	43	46	71
246103	60	55	80	42	45	70
246104	60	55	80	42	45	70
246106	60	55	80	44	47	71
246108	60	55	80	42	46	71
246109	60	55	80	42	46	71
246110	60	55	80	42	46	70
246112	60	55	80	41	45	68
246113	60	55	80	48	52	77
246114	60	55	80	40	44	68
246119	60	55	80	43	46	71
246123	60	55	80	41	45	69
246124	60	55	80	40	44	68
246126	60	55	80	42	46	71
246127	60	55	80	41	45	70
246128	60	55	80	43	46	70
246129	60	55	80	41	45	69
246130	60	55	80	43	47	72
246133	60	55	80	44	48	71
246133	60	55	80	44 12	40	70
246137	60	55	80	42	45	70
246140	60	55	80	45	47	70
246140	60	55	80	42	40	71
240142	60	55	80 90	43	40	60
240143	60	55 FF	00 80	42	40	72
240147	60	55 FF	00 80	44	47	72
246148	60	55 FF	80	42	40	70
246149	60	55	80	47	50	75
246151	60	55	80	42	46	70
246152	60	55	80	43	46	/0
246153	60	55	80	41	44	68
246154	60	55	80	43	47	70
246155	60	55	80	43	47	70
246157	60	55	80	43	47	71
246159	60	55	80	43	47	71
246162	60	55	80	41	45	68
246163	60	55	80	44	47	70
246166	60	55	80	45	48	72

Rail noise criteri			Project rail noise levels dBA			
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
246168	60	55	80	44	48	71
246169	60	55	80	45	49	74
246170	60	55	80	47	51	76
246175	60	55	80	44	48	72
246177	60	55	80	40	44	67
246187	60	55	80	50	54	79
246188	60	55	80	44	48	71
246189	60	55	80	39	43	67
246196	60	55	80	43	46	72
246197	60	55	80	43	47	72
246200	60	55	80	44	48	72
246203	60	55	80	44	48	72
246206	60	55	80	43	46	71
246207	60	55	80	43	47	72
246210	60	55	80	45	48	72
246211	60	55	80	/3	40	73
246212	60	55	80	43	47	71
240212	60	55	80 80	43 E0	47 EE	/⊥ 01
240221	60	55 FF	00 80	JZ 47	55	01 75
246224	60	55	80	47	50	75
246228	60	55	80	48	51	/6
246230	60	55	80	52	55	81
246232	60	55	80	46	50	75
246235	60	55	80	44	48	73
246237	60	55	80	42	46	70
246238	60	55	80	47	50	76
246241	60	55	80	48	52	77
246242	60	55	80	47	51	75
246243	60	55	80	44	48	72
246249	60	55	80	47	51	76
246251	60	55	80	47	50	75
246259	60	55	80	49	52	77
246270	60	55	80	44	48	72
246271	60	55	80	51	55	79
246272	60	55	80	42	46	71
246302	60	55	80	44	48	72
246310	60	55	80	44	48	72
246319	60	55	80	45	49	73
246320	60	55	80	51	55	80
246321	60	55	80	45	49	73
246365	60	55	80	47	51	76
246369	60	55	80	46	50	75
246374	60	55	80	46	50	75
246387	60	55	80	48	52	77
246399	60	55	80	48	52	76
246420	60	55	80	19	52	70
246423	60	55	80	45	53	79
246439	60	55	80	45	55	70
240439	60	55	80 80	40	52	77
240431	60		20	+/	51 E1	70
240437	60	55	00 90	47	51	70
240404	00	55	00	4/	50	/ 3
246472	6U	55	80	45	49	12
246532	bU	55	8U	55	58	84
246536	60	55	80	53	5/	82
246552	60	55	80	42	46	/1
246557	60	55	80	45	48	71
246567	60	55	80	48	52	76
246569	60	55	80	47	51	75
Rail noise criteria		Project rail noise levels dBA				
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Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
246570	60	55	80	45	49	72
246578	60	55	80	47	51	75
246587	60	55	80	47	50	75
246592	60	55	80	48	51	76
246593	60	55	80	47	50	74
246629	60	55	80	43	47	72
246673	60	55	80	55	59	85
246693	60	55	80	46	50	75
246698	60	55	80	43	47	72
246745	60	55	80	38	42	67
246747	60	55	80	34	38	64
246754	60	55	80	38	42	68
324718	60	55	80	39	43	69
324720	60	55	80	42	46	71
324720	60	55	80	47	51	74
324734	60	55	80	51	55	79
324738	60	55	80	52	56	81
324730	60	55	80	J2 //1	11	69
324740	60	55	80	28	44 //1	66
324732	60	55	80	14	18	72
224811	60	55	80 90	44	40	72
324013	60	55	80 80	45	49 50	75
324022 335117	60		00 90	40	50 47	74
225117	60	55 EE	00 90	44	47	71
225202	60		80 80	44	47	72
323232	60		00 90	45	47	/ L 67
325410	60	55 FF	80	37	41	
325550	60	55 FF	80	37	41	
325500	60	55 FF	80	37 25	41	04 C2
325572	60	55 FF	80	35	38	02
320528	60 C0	55 FF	80	37	40	00
331034	60	55	80	62	<b>66</b>	91
331035	60	55	80	40	43	08
331692	60	55	80	42	40	70
331090	60	55 FF	80	39	43	
331098	60	55 FF	80	48	52	77
331699	60	55	80	41	45	70
331700	60	55	80	43	40	72
331702	60	55	80	32	35	60
331704	60	55	80	39	43	6/ 04
331/10	60	55	80	52	56	81
331/15	60	55	80	37	41	64
331/18	60	55	80	50	54	79
331/22	60	55	80	41	44	69
331723	60	55	80	36	39	64
331724	60	55	80	40	44	69
331728	60	55	80	53	57	82
331734	60	55	80	44	48	70
331735	60	55	80	49	53	78
331738	60	55	80	48	52	76
331739	60	55	80	40	44	67
331740	60	55	80	32	36	61
331746	60	55	80	45	48	72
331749	60	55	80	51	55	80
331751	60	55	80	39	43	67
331759	60	55	80	50	54	78
331764	60	55	80	49	53	78
331766	60	55	80	46	49	74

Rail noise criteria		Project rail noise levels dBA				
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
331771	60	55	80	48	52	75
331774	60	55	80	51	55	80
331786	60	55	80	46	49	74
331788	60	55	80	36	40	65
331791	60	55	80	46	50	74
331798	60	55	80	48	51	75
331804	60	55	80	38	42	66
331805	60	55	80	44	48	73
331814	60	55	80	43	47	69
331822	60	55	80	48	52	77
331823	60	55	80	47	51	75
331830	60	55	80	49	53	77
331833	60	55	80	43	47	72
331834	60	55	80	51	55	79
331835	60	55	80	36	39	61
331839	60	55	80	48	55	76
331844	60	55	80	48	52	76
2218/15	60	55	80	48	J2 /0	70
221047	60	55	80 90	45	45	72
221940	60	55	80 80	43	40	72
221050	60	55 FF	00 80	42	40	71
331850	60 C0	55 FF	80	44	4/	/1
331851	60	55	80	57	61	80
331852	60	55	80	54	58	83
331855	60	55	80	51	54	79
331859	60	55	80	51	55	80
331860	60	55	80	54	58	84
331869	60	55	80	43	47	71
331905	60	55	80	36	39	64
331915	60	55	80	44	48	73
331921	60	55	80	40	43	68
331922	60	55	80	40	43	68
331924	60	55	80	49	53	78
331932	60	55	80	45	49	74
331940	60	55	80	37	40	65
331947	60	55	80	53	57	82
331960	60	55	80	42	46	71
331977	60	55	80	51	54	80
331978	60	55	80	47	50	74
331980	60	55	80	45	48	71
331995	60	55	80	43	46	69
332012	60	55	80	39	43	66
332019	60	55	80	44	47	73
332023	60	55	80	50	54	80
332028	60	55	80	45	48	72
332038	60	55	80	53	56	82
332039	60	55	80	38	42	67
332044	60	55	80	50	53	77
332047	60	55	80	53	56	82
332056	60	55	80	50	53	78
332060	60	55	80	39	42	66
332063	60	55	80	59	63	89
332070	60	55	80	46	50	74
332072	60	55	80	44	48	71
332076	60	55	80	47	51	75
332090	60	55	80	49	52	77
332156	60	55	80	40	43	68
332265	60	55	80	49	52	78
332203	00		00		52	, 0

Rail noise criteria				Project rail noise levels dBA		
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
332313	60	55	80	37	41	64
332427	60	55	80	41	45	69
332428	60	55	80	42	45	69
332429	60	55	80	45	48	72
332430	60	55	80	38	42	67
332431	60	55	80	40	43	68
332432	60	55	80	44	47	71
332434	60	55	80	48	51	77
332435	60	55	80	41	44	69
332437	60	55	80	46	49	74
332438	60	55	80	42	45	69
332439	60	55	80	44	48	71
332440	60	55	80	42	46	70
332441	60	55	80	42	46	68
332453	60	55	80	43	47	72
332455	60	55	80	43	47	72
332459	60	55	80	45	51	76
222455	60	55	80	48	18	70
222401	60	55	80	44	40	68
222402	60	55	80	41	45	60
222463	60	55	80 90	42	40	72
222465	60	55	80 80	40	49	75
222402	60		00 90	40 E0	40 <b>F7</b>	75 01
222467	60	55 EE	00 90	20	<b>37</b>	<b>62</b>
222400	60	55	80 80	39 A1	45 45	69
222470	60		00 90	41 E1	45 E /	70
332471	60	55 FF	80	51	54 47	79
332472	60	55 FF	80	43	47	72
332475	60	55 FF	80	41	45 45	09
332470	60	55 FF	80	41	45 45	08
332477	60 C0	55 FF	80	41	45	08
332478	60	55	80	41	45	b/
332480	60	55	80	42	45	70
332484	60	55	80	41	45	08
332485	60	55 FF	80	38	42	07
332498	60	55 FF	80	41	45	08
332612	60	55	80	39	43	67 CD
332614	60	55	80	40	44	08
332615	60	55	80	53	57	81
332616	60	55	80	48	52	/6
332618	60	55	80	41	44	6/
332622	60	55	80	43	47	/1
332623	60	55	80	40	44	66
332624	60	55	80	42	45	69
332625	60	55	80	41	45	68
332626	60	55	80	41	45	69
332627	60	55	80	40	44	67
332628	60	55	80	42	45	69
332630	60	55	80	43	47	71
332633	60	55	80	41	45	68
332634	60	55	80	43	47	71
332635	60	55	80	42	45	69
332636	60	55	80	42	45	69
332637	60	55	80	42	46	70
332638	60	55	80	41	45	67
332639	60	55	80	41	44	69
332640	60	55	80	40	44	67
332641	60	55	80	42	46	70

Rail noise criteria		Project rail noise levels dBA				
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
332646	60	55	80	39	43	67
332648	60	55	80	41	45	68
332650	60	55	80	40	43	67
332651	60	55	80	41	44	68
332652	60	55	80	43	46	70
332655	60	55	80	41	45	67
332656	60	55	80	41	45	68
332657	60	55	80	42	46	69
332663	60	55	80	42	46	70
332664	60	55	80	40	44	68
332665	60	55	80	39	43	64
332666	60	55	80	41	45	68
332667	60	55	80	41	44	69
332668	60	55	80	42	46	69
332669	60	55	80	42	40	68
332671	60	55	80	30	/3	67
332672	60	55	80	/3	45	70
332672	60	55	80	45 //1	40	67
322673	60	55	80	30	45	65
222676	60	55	80	13	45	71
222670	60	55	80 80	45	40	/ 1 67
222679	60	55	80 80	40	45	67
222601	60		00 90	40	44 AE	60
222601	60	55	80 80	41	45	69 67
22262	60	55	80 80	41	44 15	60
222083	60	55 FF	00 80	42	45	09
332084	60	55 FF	80	38	41	04 CO
332088	60	55 FF	80	41	45	69
332089	60	55 FF	80	41	45	D/ 71
332090	60	55 FF	80	43	40	/1
332097	60 C0	55 FF	80	37	41	04
332098	60	55 FF	80	41	44	08
332099	60	55 FF	80	38	41	04 CO
332700	60	55 FF	80	42	40	69
332707	60	55 FF	80	41	45	09 70
332/12	60	55 FF	80	42	40	70
332713	60	55	80	42	45	69
332/14	60	55	80	42	46	70
332715	60	55	80	40	44	b/
332719	60	55	80	42	46	70
332720	60	55	80	39	43	66
332721	60	55	80	40	44	67
332/22	60	55	80	41	44	68
332/23	60	55	80	40	44	68
332724	60	55	80	40	44	6/
332731	60	55	80	37	40	64
332734	60	55	80	38	42	65
332735	60	55	80	40	43	65
332736	60	55	80	40	44	67
332739	60	55	80	48	51	76
332741	60	55	80	44	48	72
332742	60	55	80	39	43	66
332743	60	55	80	41	45	69
332744	60	55	80	39	42	66
332745	60	55	80	41	44	68
332746	60	55	80	40	44	68
332749	60	55	80	40	43	68
332754	60	55	80	45	49	74

December ID	Rail noise criteria		Project rail noise levels		levels dBA	els dBA	
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax	
332760	60	55	80	43	47	70	
332763	60	55	80	40	44	68	
332764	60	55	80	41	44	68	
332765	60	55	80	39	43	66	
332770	60	55	80	41	44	69	
332773	60	55	80	43	47	70	
332774	60	55	80	43	47	69	
222775	60	55	80 80	45 41	47	60	
222775	60	55	80 90	20	45	66	
222780	60	55	80 80	30 40	42 E2	77	
222781	60	55 FF	00 80	49	<b>35</b>		
332781	60 C0	55 FF	80	40	44		
332783	60	55	80	46	49	74	
332784	60	55	80	40	44	6/	
332786	60	55	80	47	51	76	
332787	60	55	80	42	46	69	
332788	60	55	80	42	45	69	
332791	60	55	80	42	45	70	
332794	60	55	80	41	45	67	
332796	60	55	80	41	45	68	
332797	60	55	80	41	44	68	
332799	60	55	80	42	45	69	
332800	60	55	80	42	46	70	
332801	60	55	80	41	45	68	
332802	60	55	80	41	45	69	
332803	60	55	80	41	45	68	
332804	60	55	80	42	45	69	
332806	60	55	80	43	47	71	
332810	60	55	80	40	43	67	
332811	60	55	80	40	44	67	
332812	60	55	80	40	43	67	
332813	60	55	80	40	44	68	
332817	60	55	80	10	18	71	
332822	60	55	80	/13	40	71	
332824	60	55	80	45	47	71	
222825	60	55	80	13	46	70	
332023	60	55	80	45	40	70	
222020	60	55	80 90	20	40	70 66	
222030	60		80	33 47	4J E1	75	
222021	60	55	80 80	47	J1 44	75 C0	
222025	60	55 FF	00 80	41 FF	44 F0	00	
222022	60	55 FF	00 80	22 41	<b>JO</b>	<b>0</b> 5	
332839	60 C0	55 FF	80	41	44	00	
332841	60	55	80	41	44	67 C7	
332843	60	55 FF	80	40	43	0/	
332844	60	55	80	49	52	77	
332845	60	55	80	49	53	/8	
332847	60	55	80	42	46	69	
332849	60	55	80	42	46	69	
332850	60	55	80	40	44	67	
332853	60	55	80	38	42	66	
332857	60	55	80	41	44	67	
332858	60	55	80	38	42	66	
332859	60	55	80	40	43	66	
332860	60	55	80	40	43	67	
332861	60	55	80	40	43	67	
332863	60	55	80	42	45	69	
332864	60	55	80	42	45	69	
332865	60	55	80	42	46	68	

Rail noise criteria		Project rail noise levels dBA				
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
332866	60	55	80	49	53	77
332867	60	55	80	40	44	66
332868	60	55	80	41	45	67
332870	60	55	80	42	46	70
332879	60	55	80	42	46	68
332880	60	55	80	42	45	69
332881	60	55	80	43	46	70
332882	60	55	80	43	47	70
332883	60	55	80	41	45	68
332884	60	55	80	45	48	73
332885	60	55	80	45	49	73
332887	60	55	80	40	44	68
332888	60	55	80	40	43	68
332889	60	55	80	40	44	68
332898	60	55	80	40	45	69
332899	60	55	80	41	44	69
332900	60	55	80	41	11	68
332901	60	55	80	40 //1	11	68
332902	60	55	80	41 //1	44	68
332902	60	55	80	41	45	72
222005	60	55	80 90	44	40 E0	72
332303	60	55	80 80	49	55	// 77
332300	60	55	80 80	40	JI 11	// 60
222014	60	55	80 80	41 /1	44 15	69
222015	60		80 80	41 27	45	64
222016	60		00 90	57 40	41	04 67
332910	60	55 FF	80	40	43 45	07
332917	60	55 FF	80	42	45	08
332918	60	55 FF	80	42	40	70
332919	60	55	80	41	45	69
332920	60 C0	55 FF	80	39	42	
332922	60	55	80	49	53	77
332924	60	55	80	48	51	//
332931	60	55	80	40	44	08
332932	60	55 FF	80	43	40	70
332934	60	55 FF	80	39	43	00
332930	60	55	80	39	42	65
332937	60	55	80	40	44	66
332938	60	55	80	43	47	71
332940	60	55	80	43	47	/1
332941	60	55	80	43	47	69
332942	60	55	80	45	48	73
332944	60	55	80	42	45	70
332945	60	55	80	44	48	72
332946	60	55	80	42	45	69
332947	60	55	80	40	44	67
332948	60	55	80	40	44	67
332949	60	55	80	38	42	65
332951	60	55	80	42	45	69
332953	60	55	80	42	45	69
332954	60	55	80	41	45	69
332955	60	55	80	41	45	69
332959	60	55	80	46	50	74
332964	60	55	80	46	50	72
332965	60	55	80	45	49	72
332968	60	55	80	39	43	67
332969	60	55	80	42	46	71
332970	60	55	80	41	45	70

Describer ID	Rail noise criteria			Project rail noise	levels dBA		
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax	
332971	60	55	80	40	43	65	
332972	60	55	80	39	42	64	
332973	60	55	80	43	47	71	
332974	60	55	80	43	46	70	
332975	60	55	80	13 //1	10	67	
332373	60	55	80	30	44 42	66	
222077	60	55	80 90	17	42	70	
222070	00 C0		80	42	40	70	
222001	60 C0	55 FF	00 00	44	47	72	
332981	60	55 55	80	41	45	59	
332982	60	55	80	43	46	70	
332985	60	55	80	43	4/	/0	
332988	60	55	80	40	44	68	
332993	60	55	80	40	44	67	
332996	60	55	80	42	45	68	
332997	60	55	80	48	51	76	
332999	60	55	80	40	44	69	
333001	60	55	80	42	45	70	
333002	60	55	80	40	44	67	
333004	60	55	80	43	47	71	
333006	60	55	80	42	46	68	
333008	60	55	80	42	45	69	
333009	60	55	80	42	45	69	
333010	60	55	80	43	46	71	
333011	60	55	80	39	43	66	
333012	60	55	80	40	43	67	
333013	60	55	80	39	43	66	
222014	60	55	80 90	33 A1	45 45	60	
222015	60	55	80 80	41	45	67	
222016	60	55 FF	00 80	40	45	07 CC	
333010	60 C0	55 FF	80	38	42	70	
333018	60	55	80	50	53	/8	
333019	60	55	80	42	46	68	
333020	60	55	80	45	48	72	
333029	60	55	80	40	44	67	
333031	60	55	80	49	52	77	
333032	60	55	80	39	43	67	
333034	60	55	80	43	47	71	
333036	60	55	80	40	44	67	
333038	60	55	80	48	52	75	
333039	60	55	80	41	44	68	
333041	60	55	80	43	47	70	
333042	60	55	80	42	45	71	
333044	60	55	80	38	42	65	
333051	60	55	80	50	53	78	
333052	60	55	80	42	45	69	
333058	60	55	80	39	42	65	
333060	60	55	80	39	43	66	
333062	60	55	80	40	44	68	
333063	60	55	80	39	42	66	
333068	60	55	80	40	11	67	
333071	60	55	80	40	44	68	
222076	60	55	80	<b>⊤⊥</b> //1	ч.5 ЛЛ	67	
222070	60	55	00 90	41 41	44 AE	67	
222070	60		00 90	41 41	4J AE	70	
222002	00	55	00	41	40	70	
333093	6U	55	80	40	44	60	
333105	<b>Б</b> Ü	55	80	41	44	68 57	
333109	60	55	80	41	45	67	
333111	60	55	80	39	43	66	

December ID	Rail noise criteria		Project rail noise le		levels dBA	
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
333119	60	55	80	43	46	69
333120	60	55	80	42	46	70
333146	60	55	80	42	46	68
333152	60	55	80	44	47	73
333157	60	55	80	40	11	68
333157	60	55	80	40	44	60
222170	60	55	80 90	42	40	69
222105	00 C0		80	42	40	00
222100	60 C0	55 FF	00 00	40	44	07
333188	60	55 FF	80	40	44	07
333191	60	55	80	40	44	6/
333192	60	55	80	41	45	68
333197	60	55	80	39	43	65
333201	60	55	80	42	46	68
333202	60	55	80	43	47	71
333204	60	55	80	41	45	68
333216	60	55	80	40	43	67
333222	60	55	80	39	43	67
333240	60	55	80	40	44	67
333248	60	55	80	40	43	65
333255	60	55	80	40	44	66
333261	60	55	80	41	45	69
333263	60	55	80	45	48	72
333271	60	55	80	46	49	74
333276	60	55	80	42	45	69
333277	60	55	80	44	48	70
333301	60	55	80	/13	46	70
222204	60	55	80 90	45	40	60 60
222216	60	55	80 80	45	40	65
222210	60	55 FF	00 80	39 42	45	71
333318	60 C0	55 FF	80	43	47	/1
333323	60	55	80	41	44	68
333329	60	55	80	40	43	6/
333333	60	55	80	42	46	69
333348	60	55	80	41	45	68
333349	60	55	80	43	47	70
333355	60	55	80	40	43	66
333367	60	55	80	42	45	69
333368	60	55	80	41	45	69
333392	60	55	80	40	44	67
333398	60	55	80	44	47	71
333399	60	55	80	41	45	69
333400	60	55	80	47	50	74
333406	60	55	80	41	45	68
333410	60	55	80	47	51	75
333412	60	55	80	41	45	68
333415	60	55	80	40	44	68
333416	60	55	80	40	44	67
333417	60	55	80	40	44	68
333431	60	55	80	44	47	72
333432	60	55	80	37	41	66
333433	60	55	80	39	43	65
333430	60	55	80	39	13	66
222424 222425	60		80 90	27 20	43 42	65
222422	60		80	30 27	42	62
333430	00	55 FF	00	3/ 20	40	03
333437		55 55	80	3ð	41	04
333451	<b>Б</b> Ü	55	80	41	44	b/
333454	60	55	80	44	47	71
333458	60	55	80	43	47	70

Pocontor ID	Rail noise criteria			Project rail noise l	evels dBA	
Receptor ID	LAeq Day	LAeq Night	Lamax	LAeq,15hr	LAeq,9hr	LAmax
333465	60	55	80	42	45	69
333470	60	55	80	42	46	71
333474	60	55	80	41	45	68
333627	60	55	80	44	47	72
333651	60	55	80	39	43	66







## 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Level Crossings Proposal Extent

Х

- Crossing Loops Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers Noise Assessment Area - Upgrading
- Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.
- Daytime noise criteria LAeq15hr 60dBA new rail corridor
- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABE	Year 2025 Daytime Rail Noise Levels	APPENDIX D - Map 3 of 168
Solo m           Solo m           Coordinate System: GDA 1994 MGA Zone 55           ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.           ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Year 2025 Daytime Rail Noise Levels</li> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading</li> </ul>	APPENDIX D - Map 3 of 168
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	



NARROMINE TO NARRABR	Year 2025 Daytime Rail Noise	Levels	APPENDIX D - Map 4 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading</li> </ul>	Daytime noise criteria LAeq15hr 60dBA new rail corridor Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor Daytime noise criteria LA max 80dBA new rail corridor Daytime noise criteria LA max 85dBA upgrading existing rail corridor	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.		



#### NARROMINE TO NARRABRI Year 2025 Daytime Rail Noise Levels APPENDIX D - Map 5 of 168 500 m Level Crossings Daytime noise criteria LAeq15hr Х 60dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. ARTC InlandRail corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Noise contours are based on a set distance Author: JG above the local terrain level of 2.4m.



NARROMINE TO NARRABE	APPENDIX D - Map 6 of 168		
500 m           Coordinate System: GDA 1994 MGA Zone 55           ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.           ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.           Paper: A4         Scale: 1:20,000           Date: 31-Jul-2020         Author: JG	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> <li>Noise contours are based on a set distance above the local terrain level of 2.4m.</li> </ul>	<ul> <li>Daytime noise criteria LAeq15hr 60dBA new rail corridor</li> <li>Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor</li> <li>Daytime noise criteria LA max 80dBA new rail corridor</li> <li>Daytime noise criteria LA max 85dBA upgrading existing rail corridor</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.



#### NARROMINE TO NARRABRI Year 2025 Daytime Rail Noise Levels APPENDIX D - Map 7 of 168 500 m Level Crossings Daytime noise criteria LAeq15hr Х 60dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. ARTC InlandRail corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Noise contours are based on a set distance Author: JG above the local terrain level of 2.4m.





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Level Crossings х

Proposal Extent

Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000

Paper: A4

Author: JG

Date: 31-Jul-2020

- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers Noise Assessment Area - Upgrading
- Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.
- Daytime noise criteria LAeq15hr 60dBA new rail corridor
- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor





#### NARROMINE TO NARRABRI Year 2025 Daytime Rail Noise Levels APPENDIX D - Map 10 of 168 500 m Daytime noise criteria LAeq15hr Level Crossings Х 60dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. ARTC InlandRail corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Noise contours are based on a set distance Author: JG above the local terrain level of 2.4m.





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Paper: A4

Date: 31-Jul-2020 Author: JG

Level Crossings Daytime noise criteria LAeq15hr Х 60dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Scale: 1:20,000 Noise contours are based on a set distance

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above the local terrain level of 2.4m.



NARROMINE TO NARRABR	APPENDIX D - Map 12 of 168	
500 m Coordinate System: GDA 1994 MGA Zone 55	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Daytime noise criteria LAeq15hr 60dBA new rail corridor</li> <li>Daytime noise criteria LAeq15hr</li> </ul>	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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	Bridges and Viaducts     Bridges and Viaducts     Sensitive Receivers     Daytime noise criteria LA max	
	Noise Assessment Area – Upgrading Existing Railway Noise contours are based on a set distance	



NARROMINE TO NARRABRI Year 2025 Daytime Rail Noise Levels			APPENDIX D - Map 13 of 168
500 m           Coordinate System: GDA 1994 MGA Zone 55           ARTC makes no representation or warranty and assumes no duly of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.           ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.           Paper: A4         Scale: 1:20,000           Date: 31-Jul-2020         Author: JG	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> <li>Noise contours are based on a set distance above the local terrain level of 2 dm</li> </ul>	<ul> <li>Daytime noise criteria LAeq15hr 60dBA new rail corridor</li> <li>Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor</li> <li>Daytime noise criteria LA max 80dBA new rail corridor</li> <li>Daytime noise criteria LA max 85dBA upgrading existing rail corridor</li> </ul>	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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Paper: A4 Date: 31-Jul-2020 Author: JG

- Existing Railway Scale: 1:20,000 Noise contours are based on a set distance above the local terrain level of 2.4m.
- corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Noise Assessment Area - Upgrading

Bridges and Viaducts

Sensitive Receivers



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

🗙 Level Crossings	Daytime noise crite
Proposal Extent	Davtime noise crite
Crossing Loops	- 65dBA upgrading e
— Rail Alignment/Centreline	COLLICOL

- Bridges and Viaducts Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- eria LAeq15hr rridor eria LAeq15hr
- existing rail
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	Year 2025 Daytime Rail Noise Levels	APPENDIX D - Map 16 of 168
500 m	Level Crossings     Daytime noise criteria LAeq15hr     60dBA new rail corridor	
APTC makes as representation or warranty and assumes no	Proposal Extent     Daytime noise criteria LAeq15hr     ScdDA upgrading printing roll	In the law of the local sector of
ARIC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon	Crossing Loops     Corridor     Rail Alignment/Controling     Corridor	APTC InlandPail
	Bridges and Vigducts     Bridges and Vigducts     Bridges and Vigducts	
	Sensitive Receivers Daytime noise criteria LA max	The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
the information contained within this GIS map. Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	<ul> <li>Noise Assessment Area – Upgrading</li> <li>Existing Railway</li> </ul>	
	Noise contours are based on a set distance above the local terrain level of 2.4m.	





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above the local terrain level of 2.4m.

Author: JG



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Paper: A4 Date: 31-Jul-2020 Author: JG

Scale: 1:20,000

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  - Noise Assessment Area - Upgrading
  - Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.
- 60dBA new rail corridor
- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



# 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Level Crossings х

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- Daytime noise criteria LAeq15hr 60dBA new rail corridor Daytime noise criteria LAeq15hr
- 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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above the local terrain level of 2.4m.



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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- Crossing Loops corridor Rail Alignment/Centreline Bridges and Viaducts Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- 65dBA upgrading existing rail
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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above the local terrain level of 2.4m.



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

60dBA new rail corridor Proposal Extent Daytime noise criteria LAeq15hr 65dBA upgrading existing rail Crossing Loops corridor Rail Alignment/Centreline

Daytime noise criteria LA max 80dBA new rail corridor

> Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance

Noise Assessment Area - Upgrading

Bridges and Viaducts

Sensitive Receivers

Existing Railway

above the local terrain level of 2.4m.



### 500 m Daytime noise criteria LAeq15hr Level Crossings Х 60dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. Crossing Loops ARTC InlandRail corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Noise contours are based on a set distance Author: JG above the local terrain level of 2.4m.







NARROMINE TO NARRABR	Year 2025 Daytime Rail Noise Levels	APPENDIX D - Map 24 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	



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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- - Rail Alignment/Centreline
  - Bridges and Viaducts
  - Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway
- corridor Daytime noise criteria LA max
  - 80dBA new rail corridor
    - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance

above the local terrain level of 2.4m.



### NARROMINE TO NARRABRI Year 2025 Daytime Rail Noise Levels APPENDIX D - Map 26 of 168 500 m Daytime noise criteria LAeq15hr Level Crossings Х 60dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. ARTC InlandRail corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Noise contours are based on a set distance

above the local terrain level of 2.4m. H:Projects-SLR\620-BNE\620-BNE\620.12209 Inland Rail\06 SLR Data\06 CADGIS\ArcGIS\N2N\SLR62012209\_N2N\_Day 2025.mxd Service Layer Credits: Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Author: JG



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Rail Alignment/Centreline Bridges and Viaducts Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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above the local terrain level of 2.4m.


Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings Daytime noise criteria LAeq15hr х 60dBA new rail corridor Proposal Extent Daytime noise criteria LAeq15hr 65dBA upgrading existing rail Crossing Loops corridor Rail Alignment/Centreline Daytime noise criteria LA max
  - Bridges and Viaducts
  - Sensitive Receivers Noise Assessment Area - Upgrading Existing Railway
  - 80dBA new rail corridor Daytime noise criteria LA max 85dBA upgrading existing rail corridor Noise contours are based on a set distance



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Proposal Extent Daytime noise criteria LAeq15hr Crossing Loops
  - Rail Alignment/Centreline
  - Bridges and Viaducts
  - Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway
- 65dBA upgrading existing rail corridor Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance







NARROMINE TO NARRAB	APPENDIX D - Map 31 01 108	
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. Paper: A4 Scale: 1:20,000	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Level Crossings х Proposal Extent Crossing Loops

Rail Alignment/Centreline

Bridges and Viaducts

Sensitive Receivers 

Noise Assessment Area - Upgrading Existing Railway Noise contours are based on a set distance

Daytime noise criteria LAeq15hr 60dBA new rail corridor

Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor

Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Crossing Loops Rail Alignment/Centreline
- Bridges and Viaducts Sensitive Receivers
- Noise Assessment Area - Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	Year 2025 Daytime Rail Noise Levels	APPENDIX D - Map 34 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55	Level Crossings     Daytime noise criteria LAeq15hr     60dBA new rail corridor     Daytime noise criteria LAeq15hr     Daytime noise criteria LAeq15hr	
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ARTIC Task too tasken any services to vehicly the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Sensitive Receivers</li> <li>Bodda new rail corridor</li> <li>Daytime noise criteria LA max 85dBA upgrading existing rail</li> </ul>	The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noise Assessment Area – Upgrading Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	



NARROMINE TO NARRABE	APPENDIX D - Map 35 of 168	
500 m           Coordinate System: GDA 1994 MGA Zone 55           ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.           Paper: A4         Scale: 1:20,000           Date: 31-Jul-2020         Author: JG	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> <li>Noise contours are based on a set distance above the local terrain level of 2.4m.</li> </ul>	a LAeq15hr dor a LAeq15hr isting rail a LA max dor a LA max isting rail a LA max isting rail a LA max isting rail







Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- Year 2025 Daytime Rail Noise Levels Daytime noise criteria LAeq15hr X Level Crossings 60dBA new rail corridor Proposal Extent
  - Crossing Loops Rail Alignment/Centreline
  - Bridges and Viaducts
  - Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway

Noise contours are based on a set distance

- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 37 of 168



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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- Level Crossings Х 60dBA new rail corridor Proposal Extent Daytime noise criteria LAeq15hr 65dBA upgrading existing rail
  - Crossing Loops Rail Alignment/Centreline
  - Bridges and Viaducts
  - Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway
- 80dBA new rail corridor Daytime noise criteria LA max 85dBA upgrading existing rail corridor

corridor

Daytime noise criteria LA max



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Noise contours are based on a set distance





above the local terrain level of 2.4m.

Author: JG



NARROMINE TO NARRABE	Year 2025 Daytime Rail Noise Levels	APPENDIX D - Map 41 of 168
Solo m     Solo m     Coordinate System: GDA 1994 MGA Zone 55     ARTC makes no representation or warranty and assumes no     duy of care or other responsibility to any party as to the     completeness, accuracy or suitability of the information     contained in this GIS map. The GIS map has been prepared     from material provided to ARTC by an external source and     ARTC has not taken any steps to verify the completeness,     accuracy or suitability of that material.     ARTC will not be responsible for any loss or damage suffered     as a result of any person whatsbeever placing reliance upon     the information contained within this GIS map.	<ul> <li>Year 2025 Daytime Rail Noise Levels</li> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing rail corridor</li> <li>Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor</li> <li>Daytime noise criteria LA max 80dBA new rail corridor</li> <li>Daytime noise criteria LA max 85dBA upgrading existing rail corridor</li> </ul>	APPENDIX D - Map 41 of 168
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance	



NARROWINE TO NARRABE	Year 2025 Daytime Rail Noise Levels	APPENDIX D - Map 42 01 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	







Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Level Crossings Daytime noise criteria LAeq15hr Х 60dBA new rail corridor Proposal Extent Daytime noise criteria LAeq15hr 65dBA upgrading existing rail Crossing Loops corridor Rail Alignment/Centreline Daytime noise criteria LA max

Bridges and Viaducts

Sensitive Receivers 

above the local terrain level of 2.4m.

Noise Assessment Area - Upgrading Existing Railway Noise contours are based on a set distance

80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor

APPENDIX D - Map 44 of 168



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NARROMINE TO NARRABE	Year 2025 Daytime Rail Noise Levels	APPENDIX D - Map 45 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Daytime noise criteria LAeq15hr</li> <li>60dBA new rail corridor</li> <li>Daytime noise criteria LAeq15hr</li> </ul>	
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ARI to has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Bridges and Viaducts     Bridges and Viaducts     Sensitive Receivers     Daytime noise criteria LA max     B5dBA upgrading existing rail	The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noise Assessment Area – Upgrading Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	



Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

#### Daytime noise criteria LAeq15hr Level Crossings Х

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- 60dBA new rail corridor Daytime noise criteria LAeq15hr
- 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	APPENDIX D - Map 47 of 168	
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	





ARTC InlandRail

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Paper: A4 Date: 31-Jul-2020 Author: JG

60dBA new rail corridor Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Scale: 1:20,000

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Noise contours are based on a set distance



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings х
  - Proposal Extent
  - Crossing Loops
  - Rail Alignment/Centreline
  - Bridges and Viaducts
  - Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway
  - Noise contours are based on a set distance above the local terrain level of 2.4m.

- Daytime noise criteria LAeq15hr 60dBA new rail corridor
- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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#### 500 m Daytime noise criteria LAeq15hr Level Crossings X 60dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duly of care or other responsibility of any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. ARTC InlandRail corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Noise contours are based on a set distance Author: JG above the local terrain level of 2.4m.



Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- Level Crossings Х Proposal Extent Crossing Loops
  - Rail Alignment/Centreline
  - Bridges and Viaducts
  - Sensitive Receivers
    - Noise Assessment Area Upgrading Existing Railway
  - Noise contours are based on a set distance
- Daytime noise criteria LAeq15hr 60dBA new rail corridor
- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Daytime noise criteria LAeq15hr Level Crossings Х 60dBA new rail corridor Proposal Extent Crossing Loops corridor Rail Alignment/Centreline

  - Bridges and Viaducts Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway
- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail
- Daytime noise criteria LA max 80dBA new rail corridor
  - Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance



NARROMINE TO NARRABE	APPENDIX D - Map 54 of 168	
500 m Coordinate System: GDA 1994 MGA Zone 55	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Daytime noise criteria LAeq15hr 60dBA new rail corridor</li> <li>Daytime noise criteria LAeq15hr</li> </ul>	
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and	Crossing Loops     G5dBA upgrading existing rail     corridor     Rail Alignment/Centreline     Daytime noise criteria LA max	ARTC InlandRail
ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any nerson whatsoever placing reliance upon	Bridges and Viaducts     Bridges and Viaducts     Boroitive Deceivere     Daytime noise criteria LA max	The Australian Government is delivering Inland Rail
Paper: A4 Scale: 1:20,000	Sensitive Receivers     Source Assessment Area – Upgrading     Existing Railway	in partnership with the private sector.
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	



NARROMINE TO NARRABR	APPENDIX D - Map 55 of 168	
500 m	Level Crossings Daytime noise criteria LAeq15hr 60dBA new rail corridor	
ARTC makes no representation or warranty and assumes no	Proposal Extent     Daytime noise criteria LAeq15hr     65dBA ungrading existing rail	
duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared	Rail Alignment/Centreline	ARTC InlandRail
from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.	Bridges and Viaducts Daytime noise criteria LA max 80dBA new rail corridor	The Australian Covernment is delivering Island Pail
ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Sensitive Receivers     Daytime noise criteria LA max     85dBA upgrading existing rail	through the Australian Burrate Scentering Inland Nation through the Australian Rel Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000	Noise Assessment Area – Upgrading corridor	
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	



500 m	J	X	Level
Coordinate System: GE	0A 1994 MGA Zone 55	—	Propo

Scale: 1:20,000

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Paper: A4 Date: 31-Jul-2020 Author: JG

- Daytime noise criteria LAeq15hr Crossings 60dBA new rail corridor
  - sal Extent
  - Crossing Loops
  - Rail Alignment/Centreline
  - Bridges and Viaducts Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway
- Daytime noise criteria LA max 80dBA new rail corridor Daytime noise criteria LA max

corridor

85dBA upgrading existing rail corridor

Daytime noise criteria LAeq15hr

65dBA upgrading existing rail

APPENDIX D - Map 56 of 168



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Noise contours are based on a set distance



NARROMINE TO NARRABR	Year 2025 Daytime Rail Noi	se Levels	APPENDIX D - Map 57 of 168
500 m	X Level Crossings	Daytime noise criteria LAeq15hr	
Coordinate System: GDA 1994 MGA Zone 55	- Proposal Extent	Daytime noise criteria LAeq15hr	
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	— Rail Alignment/Centreline	Daytime noise criteria LA max	ARTC /InlandRail
	Bridges and Viaducts	80dBA new rail corridor	The Australian Government is delivering Inland Rail
as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	cing reliance upon Sensitive Receivers Daytime noise criteria LA max 85dBA upgrading existing rail	through the Australian Rail Track Corporation, in partnership with the private sector.	
Paper: A4 Scale: 1:20,000	Noise Assessment Area – Upgrading Existing Railway	corridor	
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.		



Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000 Paper: A4 Date: 31-Jul-2020 Author: JG

- Level Crossings Daytime noise criteria LAeq15hr Х 60dBA new rail corridor Proposal Extent Daytime noise criteria LAeq15hr 65dBA upgrading existing rail Crossing Loops corridor Rail Alignment/Centreline
  - Bridges and Viaducts
    - Sensitive Receivers
    - Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- Daytime noise criteria LA max 80dBA new rail corridor Daytime noise criteria LA max
  - 85dBA upgrading existing rail corridor



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Scale: 1:20,000 Paper: A4 Date: 31-Jul-2020 Author: JG

- X Level Crossings Proposal Extent
  - Crossing Loops Rail Alignment/Centreline
  - Bridges and Viaducts
  - Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway

Noise contours are based on a set distance

- Daytime noise criteria LAeq15hr 60dBA new rail corridor
- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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PU-5-RC781 Forest track Passive

250-BR767934 STOCKYARD CREEK

NARRABRI

NARROMINE

PU-5-RC747 Forest track Passive

#### 250-BR763452 ETOO CREEK







Paper: A4 Date: 31-Jul-2020 Author: JG

Scale: 1:20,000

Sensitive Receivers Noise Assessment Area - Upgrading Existing Railway Noise contours are based on a set distance

80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor

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Date: 31-Jul-2020 Author: JG

- ARTC makes no representation or warranty and assumes no Crossing Loops Rail Alignment/Centreline Bridges and Viaducts Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor

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Paper: A4 Scale: 1:20.000 Date: 31-Jul-2020 Author: JG

Rail Alignment/Centreline Bridges and Viaducts Sensitive Receivers 

Crossing Loops

Noise Assessment Area - Upgrading Existing Railway Noise contours are based on a set distance

Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor

Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor

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## 500 m

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Scale: 1:20,000 Paper: A4 Date: 31-Jul-2020 Author: JG

Level Crossings Х

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

above the local terrain level of 2.4m.

- Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- Daytime noise criteria LA max 80dBA new rail corridor

corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor

Daytime noise criteria LAeq15hr

Daytime noise criteria LAeq15hr

65dBA upgrading existing rail

60dBA new rail corridor



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Rail Alignment/Centreline Bridges and Viaducts Sensitive Receivers 

Crossing Loops

Noise Assessment Area - Upgrading Existing Railway Noise contours are based on a set distance

- 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Scale: 1:20,000 Paper: A4 Date: 31-Jul-2020 Author: JG

- Level Crossings X Proposal Extent Crossing Loops Rail Alignment/Centreline
  - Bridges and Viaducts
    - Sensitive Receivers
    - Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- Daytime noise criteria LAeq15hr 60dBA new rail corridor Daytime noise criteria LAeq15hr
- 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	Year 2025 Daytime Rail Noise Levels	APPENDIX D - Map 69 of 168
500 m	Level Crossings Daytime noise criteria LAeq15hr 60dBA new rail corridor	
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the	Proposal Extent     Daytime noise criteria LAeq15hr     G5dBA upgrading existing rail     corridor	
completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.	<ul> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Daytime noise criteria LA max 80dBA new rail corridor</li> </ul>	ARTC /InlandRail
ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Sensitive Receivers Daytime noise criteria LA max S5dBA upgrading existing rail	The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000	Existing Railway	
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	



ARTC InlandRail

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Paper: A4 Date: 31-Jul-2020 Author: JG

Scale: 1:20,000

60dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Daytime noise criteria LAeq15hr ARTC makes no representation or warranty and assumes no 65dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor

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Noise contours are based on a set distance

Existing Railway





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Paper: A4 Date: 31-Jul-2020 Author: JG

Scale: 1:20,000

Rail Alignment/Centreline

Bridges and Viaducts Sensitive Receivers

- Noise Assessment Area - Upgrading Existing Railway
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance



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Paper: A4 Date: 31-Jul-2020 Author: JG

- Rail Alignment/Centreline Bridges and Viaducts Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



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Level Crossings X 60dBA new rail corridor Proposal Extent Daytime noise criteria LAeq15hr Crossing Loops 65dBA upgrading existing rail corridor Rail Alignment/Centreline Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor

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Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no

Paper: A4 Date: 31-Jul-2020 Author: JG

500 m

- Noise Assessment Area Upgrading Existing Railway Scale: 1:20,000 Noise contours are based on a set distance above the local terrain level of 2.4m.
- Daytime noise criteria LAeq15hr

Daytime noise criteria LA max 85dBA upgrading existing rail corridor

APPENDIX D - Map 75 of 168



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Sensitive Receivers



NARROMINE TO NARRABE	Year 2025 Daytime Rail Nois	se Levels	APPENDIX D - Map 76 of 168
500 m           Coordinate System: GDA 1994 MGA Zone 55           ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.           ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.           Paper: A4         Scale: 1:20,000           Date: 31-Jul-2020         Author: JG	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> <li>Noise contours are based on a set distance above the local terrain level of 2.4m.</li> </ul>	<ul> <li>Daytime noise criteria LAeq15hr 60dBA new rail corridor</li> <li>Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor</li> <li>Daytime noise criteria LA max 80dBA new rail corridor</li> <li>Daytime noise criteria LA max 85dBA upgrading existing rail corridor</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.



NARROMINE TO NARRABR	Year 2025 Daytime Rail Nois	se Levels	APPENDIX D - Map 77 of 168
Coordinate System: GDA 1994 MGA Zone 55	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> </ul>	Daytime noise criteria LAeq15hr 60dBA new rail corridor	
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information	Crossing Loops     Dail Alianment/Controling	<ul> <li>Daytime noise criteria LAeq15hr</li> <li>65dBA upgrading existing rail corridor</li> </ul>	
contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Bridges and Viaducts</li> </ul>	<ul> <li>Daytime noise criteria LA max</li> <li>80dBA new rail corridor</li> </ul>	The Australian Government is delivering Inland Rail
	Sensitive Receivers     Noise Assessment Area – Upgrading	Daytime noise criteria LA max     through the Australian Ra     S5dBA upgrading existing rail     in partnership with the pri corridor	through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.		



NARROMINE TO NARRABR	Year 2025 Daytime Rail Noi	se Levels	APPENDIX D - Map 78 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> </ul>	<ul> <li>Daytime noise criteria LAeq15hr 60dBA new rail corridor</li> <li>Daytime noise criteria LAeq15hr 65dBA upgrading existing rail corridor</li> <li>Daytime noise criteria LA max 80dBA new rail corridor</li> <li>Daytime noise criteria LA max 95dDa upgrading existing rail</li> </ul>	ARTC InlandRail
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noise Assessment Area – Upgrading Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	corridor	in paracelary min me private acces.



## 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Level Crossings х

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

above the local terrain level of 2.4m.

- Existing Railway
- Noise Assessment Area Upgrading Noise contours are based on a set distance
- Daytime noise criteria LAeq15hr 60dBA new rail corridor Daytime noise criteria LAeq15hr
- 65dBA upgrading existing rail corridor
- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor

## APPENDIX D - Map 79 of 168



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NARROWINE TO NARRABE	Year 2025 Daytime Rall Noise Levels	APPENDIX D - Map 80 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading</li> </ul>	r ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020	Existing Railway	
Author: JG	above the local terrain level of 2.4m.	

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Paper: A4 Scale: 1:20,000

Date: 31-Jul-2020 Author: JG

Daytime noise criteria LA max Bridges and Viaducts 80dBA new rail corridor Daytime noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020

Author: JG

Rail Alignment/Centreline Bridges and Viaducts Sensitive Receivers Noise Assessment Area - Upgrading corridor Existing Railway

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

- Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail







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Author: JG

- Rail Alignment/Centreline Bridges and Viaducts
  - Sensitive Receivers
    - Noise Assessment Area Upgrading Existing Railway

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

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Daytime noise criteria LA max 80dBA new rail corridor

Daytime noise criteria LA max 85dBA upgrading existing rail corridor



NARROMINE TO NARRABR	Year 2025 Night-time Rail	Noise Levels	APPENDIX D - Map 85 of 168
500 m	X Level Crossings	Night-time noise criteria LAeq 9hr	
Coordinate System: GDA 1994 MGA Zone 55	Proposal Extent		
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the	Crossing Loops	<ul> <li>60dBA upgrading existing rail</li> </ul>	- /
completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared	Rail Alignment/Centreline		ARTC <i>Inland</i> Rail
from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.	Bridges and Viaducts	<ul> <li>Night-time noise criteria LA max 80dBA new rail corridor</li> </ul>	The Australian Government is delivering Inland Rail
as a result of any person whatsoever placing reliance upon the information contained within this CIS map	Sensitive Receivers	Night-time noise criteria LA max	through the Australian Rail Track Corporation,
Paper: A4 Scale: 1:20,000	Noise Assessment Area – Upgrading Existing Railway	<ul> <li>85dBA upgrading existing rail corridor</li> </ul>	in partnership with the private sector.
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.		



NARROMINE TO NARRABR	Year 2025 Night-time Rail I	Noise Levels	APPENDIX D - Map 86 of 168
Solo m           Coordinate System: GDA 1994 MGA Zone 55           ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information or ontained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.           ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.           Paper: A4         Scale: 1:20,000	Level Crossings     Proposal Extent     Crossing Loops     Rail Alignment/Centreline     Bridges and Viaducts     Sensitive Receivers     Noise Assessment Area – Upgrading     Existing Railway	<ul> <li>Noise Levels</li> <li>Night-time noise criteria LAeq 9hr 55dBA new rail corridor</li> <li>Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor</li> <li>Night-time noise criteria LA max 80dBA new rail corridor</li> <li>Night-time noise criteria LA max 85dBA upgrading existing rail corridor</li> </ul>	AFFENDIX D - Map 30 of 103
Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.		

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NARROMINE TO NARRABR	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 87 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completence openiced or suitibility of the information	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Night-time noise criteria LAeq 9hr</li> <li>Night-time noise criteria LAeq 9hr</li> <li>60dBA upgrading existing rail</li> <li>corridor</li> </ul>	
contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered	<ul> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Night-time noise criteria LA max 80dBA new rail corridor</li> </ul>	ARTC //InlandRail
A a result of any person whatsoever placing reliance upon the information contained within this GIS map. Paper: A4 Scale: 1:20,000	<ul> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> <li>Night-time noise criteria LA max 85dBA upgrading existing rail corridor</li> </ul>	through the Australian Rail Track Corporation, in partnership with the private sector.
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	

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# 500 m

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

2025	Night-time	Rail Noise	Levels

- Level Crossings х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

## APPENDIX D - Map 88 of 168



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# NARROMINE TO NARRABRI

## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

X	Level Crossings	_	Night-time noise o

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

## APPENDIX D - Map 89 of 168



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### NARROMINE TO NARRABRI Year 2025 Night-time Rail Noise Levels APPENDIX D - Map 90 of 168 500 m Level Crossings Night-time noise criteria LAeq 9hr Х 55dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Night-time noise criteria LAeq 9hr ARTC makes no representation or warranty and assumes no Crossing Loops 60dBA upgrading existing rail ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. ARTC InlandRail corridor Rail Alignment/Centreline Night-time noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Night-time noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20.000 Date: 31-Jul-2020 Noise contours are based on a set distance Author: JG above the local terrain level of 2.4m.



## NARROMINE TO NARRABRI

## 500 m

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## Year 2025 Night-time Rail Noise Levels

### Level Crossings х

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

## APPENDIX D - Map 91 of 168



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## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Paper: A4 Date: 31-Jul-2020 Author: JG

Noise Assessment Area - Upgrading Existing Railway Scale: 1:20,000 Noise contours are based on a set distance above the local terrain level of 2.4m.

Night-time noise criteria LA max 80dBA new rail corridor

> Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Bridges and Viaducts

Sensitive Receivers



## 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

### Night-time noise criteria LAeq 9hr Level Crossings Х 55dBA new rail corridor Proposal Extent Night-time noise criteria LAeq 9hr Crossing Loops

- 60dBA upgrading existing rail corridor
  - Night-time noise criteria LA max 80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance

Rail Alignment/Centreline

Noise Assessment Area - Upgrading

Bridges and Viaducts

Sensitive Receivers

Existing Railway

above the local terrain level of 2.4m.



NARROMINE TO NARRABR	Year 2025 Night-time Rail N	loise Levels	APPENDIX D - Map 95 of 168
500 m	X Level Crossings	Night-time noise criteria LAeq 9hr	
Coordinate System: GDA 1994 MGA Zone 55	- Proposal Extent	Night-time noise criteria LAeg 9hr	
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the	Crossing Loops	<ul> <li>60dBA upgrading existing rail</li> </ul>	- /
completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.	Rail Alignment/Centreline	Night-time noise criteria LA max 80dBA new rail corridor	<b>ARTC</b> <i>Inland</i> Rail
	Bridges and Viaducts		The Australian Government is delivering Inland Rail
as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Sensitive Receivers	Night-time noise criteria LA max	through the Australian Rail Track Corporation, in partnership with the private sector
Paper: A4 Scale: 1:20,000	Noise Assessment Area – Upgrading Existing Railway	corridor	
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.		



NARROMINE TO NARRABR	Year 2025 Night-time	e Rail Noise Levels	APPENDIX D - Map 96 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> </ul>	Night-time noise criteria LAeq 9hr 55dBA new rail corridor	
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	<ul> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> </ul>	80dBA new rail corridor Night-time noise criteria LA max 	
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noise Assessment Area – Up Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	grading corridor e	



### NARROMINE TO NARRABRI Year 2025 Night-time Rail Noise Levels APPENDIX D - Map 97 of 168 500 m Night-time noise criteria LAeq 9hr Level Crossings Х 55dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Night-time noise criteria LAeq 9hr ARTC makes no representation or warranty and assumes no 60dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. ARTC InlandRail corridor Rail Alignment/Centreline Night-time noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Night-time noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020

H:Projects-SLR\620-BNE\620-BNE\620.12209 Inland Rail\06 SLR Data\06 CADGIS\ArcGIS\N2N\SLR62012209\_N2N\_Night 2025.mxd Service Layer Credits: Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Noise contours are based on a set distance

above the local terrain level of 2.4m.

Author: JG



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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

RABRI		Year 2025 Night-time Rail Noise Levels			APPENI
	X	Level Crossings	Night-time noise criteria LAeq 9hr 55dBA new rail corridor Night-time noise criteria LAeg 9hr		
Zone 55	—	Proposal Extent			
assumes no to the nation n prepared urce and eteness, age suffered nce upon	—	Crossing Loops	—	OddBA upgrading existing rail     corridor     Night-time noise criteria LA max	ARTC The Australian Go through the Austra in partnership with
	_	Rail Alignment/Centreline			
	-	Bridges and Viaducts	-	80dBA new rail corridor	
		Sensitive Receivers	_	Night-time noise criteria LA max 85dBA upgrading existing rail corridor	
		Noise Assessment Area – Upgrading			

corridor



vernment is delivering Inland Rail lian Rail Track Corporation, the private sector.

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Noise contours are based on a set distance

Existing Railway

above the local terrain level of 2.4m.



## 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 100 of 168
500 m	X Level Crossings Night-time noise criteria LAeq 9hr	
Coordinate System: GDA 1994 MGA Zone 55	Proposal Extent     Night-time noise criteria LAeq 9hr	
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the expediences or equiparty and with bill the information	Crossing Loops     60dBA upgrading existing rail     corridor	
contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and	Rail Alignment/Centreline     Night-time noise criteria LA max	ARTC <i>"Inland</i> Rail
ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered	Bridges and Viaducts 80dBA new rail corridor	The Australian Government is delivering Inland Rail
as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Sensitive Receivers Night-time noise criteria LA max 85dBA upgrading existing rail	through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000	Existing Railway corridor	
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	



NABB		

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

### Year 2025 Night-time Rail Noise Levels

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 101 of 168



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Night-time noise criteria LAeq 9hr Level Crossings 55dBA new rail corridor Proposal Extent Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail Crossing Loops corridor Rail Alignment/Centreline

Night-time noise criteria LA max 80dBA new rail corridor

> Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 103 of 168



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Noise contours are based on a set distance

Noise Assessment Area - Upgrading

Bridges and Viaducts

Sensitive Receivers

Existing Railway

above the local terrain level of 2.4m.

х





55dBA new rail corridor



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

Crossing Loops	60dBA upgrading existing rail	
Rail Alignment/Centreline	COTTIDOT Night-time poise criteria I A max	ART
Bridges and Viaducts	80dBA new rail corridor	The Australia
Sensitive Receivers	Night-time noise criteria LA max	through the A in partnershir
Noise Assessment Area – Upgrading Existing Railway	corridor	
Noise contours are based on a set distance		





Government is delivering Inland Rail stralian Rail Track Corporation, with the private sector.

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above the local terrain level of 2.4m.

Proposal Extent



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts

above the local terrain level of 2.4m.

- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- 55dBA new rail corridor Night-time noise criteria LAeq 9hr
- 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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#### NARROMINE TO NARRABRI

#### 500 m

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- Year 2025 Night-time Rail Noise Levels
- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 106 of 168



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#### NARROMINE TO NARRABRI

## 500 m

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

r 2025	Night-til	me Rail	INOISE	Leveis

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 107 of 168



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NARROMINE TO NARRABR	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 108 of 168
500 m         Coordinate System: GDA 1994 MGA Zone 55         ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.         ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.         Paper: A4       Scale: 1:20,000         Date: 31-Jul-2020       Author: IG	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> <li>Noise contours are based on a set distance</li> </ul>	criteria LAeq 9hr gexisting rail criteria LA max criteria LA max gexisting rail criteria LA max gexisting rail
Author: JG	above the local terrain level of 2.4m.	



Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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#### NARROMINE TO NARRABRI

#### 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

Year 2025 Night-time Rail Noise Levels Level Crossings

Proposal Extent

Х

- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 110 of 168



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- 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance

above the local terrain level of 2.4m.

Crossing Loops

Rail Alignment/Centreline

Noise Assessment Area - Upgrading

Bridges and Viaducts

Sensitive Receivers

Existing Railway



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 114 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Night-time noise criteria LAeq 9hr 55dBA new rail corridor</li> </ul>	
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ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Bridges and Viaducts     BodBA new rail corridor     Sensitive Receivers     Solution     S	— Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noise Assessment Area – Upgrading corridor Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	



NARROMINE TO NARRABI	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 115 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. Paner: A4 Scale: 1:20 000	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Evistion Bailway</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	



NARROMIN	E TO NARR	ABRI Y	ea

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

🗙 Level Crossi	ings	Night-time noise criteria LAeq 9h	۱r
- Proposal Ext	ent	Night time poice oritoria L Aca Ob	ar
— Crossing Loo	ops	<ul> <li>60dBA upgrading existing rail</li> </ul>	

- 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor

### APPENDIX D - Map 116 of 168



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Noise contours are based on a set distance

Rail Alignment/Centreline

Noise Assessment Area - Upgrading

Bridges and Viaducts

Sensitive Receivers

Existing Railway

above the local terrain level of 2.4m.



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

R	Year 2025 Night-time Rail N	oise Levels
X	Level Crossings	Night-time noise criteria LAeq

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- 9hr 55dBA new rail corridor Night-time noise criteria LAeq 9hr
- 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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above the local terrain level of 2.4m.



NARROMINE TO NARRABR	l Y	Year 2025 Night-time Ra	il Noise	e Levels	APPENDIX	D - Map 118 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information	<mark>—</mark> Р — с	Level Crossings Proposal Extent Crossing Loops	_	Night-time noise criteria LAeq 9hr 55dBA new rail corridor Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor		
contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	R = B [	Rail Alignment/Centreline Bridges and Viaducts Sensitive Receivers	_	Night-time noise criteria LA max 80dBA new rail corridor Night-time noise criteria LA max 85dBA uporading existing rail	The Australian Govern through the Australian in partnership with the	ment is delivering Inland Rail Rail Track Corporation, private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noise cr above th	Noise Assessment Area – Upgradin Existing Railway ontours are based on a set distance he local terrain level of 2.4m.	Ig	corridor		

H:Projects-SLRI620-BNE/620-BNE/620.12209 Inland Rail/06 SLR Data/06 CADGISVArcGIS\N2N\SLR62012209\_N2N\_Night 2025.mxd Service Layer Credits: Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



NARROMINE TO NARRABR	Year 2025 Night-time Rail No	bise Levels	APPENDIX D - Map 119 of 168	
500 m           Coordinate System: GDA 1994 MGA Zone 55           ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.           ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.           Paper: A4         Scale: 1:20,000           Date: 31-Jul-2020         Author: JG	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> <li>Noise contours are based on a set distance above the local terrain level of 2 4m</li> </ul>	Night-time noise criteria LAeq 9hr 55dBA new rail corridor Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor Night-time noise criteria LA max 80dBA new rail corridor Night-time noise criteria LA max 85dBA upgrading existing rail corridor	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.	



#### NARROMINE TO NARRABRI

### 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

#### Year 2025 Night-time Rail Noise Levels

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 120 of 168



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#### NARROMINE TO NARRABRI

#### 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Year 2025 Night-time Rail Noise Levels

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 121 of 168



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Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

#### Level Crossings Х

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	Year 2025 Night-time Rail	Year 2025 Night-time Rail Noise Levels	
500 m           Coordinate System: GDA 1994 MGA Zone 55           ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.           ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.           Paper: A4         Scale: 1:20,000           Date: 31-Jul-2020         Author: JG	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> <li>Noise contours are based on a set distance above the local terrain level of 2.4m.</li> </ul>	<ul> <li>Night-time noise criteria LAeq 9hr 55dBA new rail corridor</li> <li>Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor</li> <li>Night-time noise criteria LA max 80dBA new rail corridor</li> <li>Night-time noise criteria LA max 85dBA upgrading existing rail corridor</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.



#### NARROMINE TO NARRABRI

### 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

# Year 2025 Night-time Rail Noise Levels

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 124 of 168



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NARROMINE TO NARRABR	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 125 of 168	
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Night-time noise criteria LA max 80dBA new rail corridor</li> </ul>	ARTC InlandRail	
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noise Assessment Area – Upgrading Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.		



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Coordinate System: GDA 1994 MGA Zo

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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

RABR	R	Year 2025 Night-time Rail Noise	e Levels	
	X	Level Crossings	Night-time noise criteria LAeq 9hr	
ne 55	—	Proposal Extent	Night-time noise criteria I Aeg Ohr	
imes no he	—	Crossing Loops	60dBA upgrading existing rail	
on epared	_	Rail Alignment/Centreline	corridor	4
e and ness,	=	Bridges and Viaducts	Night-time noise criteria LA max 80dBA new rail corridor	

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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H:Projects-SLR1620-BNE\620-BNE\620.12209 Inland Rail\06 SLR Data\06 CADGIS\ArcGIS\N2N\SLR62012209\_N2N\_Night 2025.mxd Service Layer Credits: Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Noise contours are based on a set distance

Noise Assessment Area - Upgrading

Sensitive Receivers

Existing Railway

above the local terrain level of 2.4m.



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

	Year 2025	Night-time	Rail No	bise Lev	rels	
,				Night	time noie	0.01

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

above the local terrain level of 2.4m.

- Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 128 of 168



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

2025 🛚	<b>lia</b> h <sup>.</sup>	t-time	Rail N	loise l	Levels
	0				

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	Year 2025 Night-time Rail N	Noise Levels	APPENDIX D - Map 131 of 168
500 m	X Level Crossings	Night-time noise criteria LAeq 9hr 55dBA new rail corridor	
Coordinate System: GDA 1994 MGA Zone 55	Proposal Extent	Night-time noise criteria LAeq 9hr	
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the	Crossing Loops	<ul> <li>60dBA upgrading existing rail</li> </ul>	- /
completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from metrical provided to ABTC by constant acurace and	Rail Alignment/Centreline	Night-time noise criteria I A may	ARTC <i>(Inland</i> Rail
ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.	Bridges and Viaducts	80dBA new rail corridor	The Australian Covernment is delivering laland Pail
ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Sensitive Receivers	Night-time noise criteria LA max	through the Australian Rail Track Corporation,
Paper: 44 Scale: 1:20.000	Noise Assessment Area – Upgrading	corridor	in partnersnip with the private sector.
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.		

![](_page_248_Picture_0.jpeg)

![](_page_248_Picture_1.jpeg)

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Paper: A4 Date: 31-Jul-2020 Author: JG

	×	Level Crossings	_	Night-time noise criteria LAeq 9hr 55dBA new rail corridor	
	—	Proposal Extent		Night-time noise criteria LAeq 9hr	
	—	Crossing Loops	—	60dBA upgrading existing rail	
	_	Rail Alignment/Centreline		Cornaoi	
4	=	Bridges and Viaducts	_	80dBA new rail corridor	
-		Sensitive Receivers	_	Night-time noise criteria LA max	
		Noise Assessment Area – Upgrading Existing Railway	_	corridor	

H:\Projects-SLR\620-BNE\620-BNE\620.12209 Inland Rail\06 SLR Data\06 CADGIS\ArcGIS\N2N\SLR62012209\_N2N\_Night 2025.mxd Service Layer Credits: Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

above the local terrain level of 2.4m.

Noise contours are based on a set distance

![](_page_249_Picture_0.jpeg)

Paper: A4 Date: 31-Jul-2020 Author: JG

Sensitive Receivers Noise Assessment Area - Upgrading Existing Railway Scale: 1:20,000 Noise contours are based on a set distance

Night-time noise criteria LA max 85dBA upgrading existing rail corridor

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H:Projects-SLR\620-BNE\620-BNE\620.12209 Inland Rail\06 SLR Data\06 CADGIS\ArcGIS\N2N\SLR62012209\_N2N\_Night 2025.mxd Service Layer Credits: Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

above the local terrain level of 2.4m.

![](_page_250_Picture_0.jpeg)

500 m	
	500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

	Teal 2023 Night-time Rail NC		AFFE
X	Level Crossings	Night-time noise criteria LAeq 9hr	
—	Proposal Extent	Night-time noise criteria LAeg 9hr	
_	Crossing Loops	<ul> <li>60dBA upgrading existing rail</li> </ul>	
_	Rail Alignment/Centreline	Night-time noise criteria LA max	AR
	Bridges and Viaducts	80dBA new rail corridor	

Sensitive Receivers

Noise Assessment Area - Upgrading Existing Railway

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

Night-time noise criteria LA max 85dBA upgrading existing rail corridor

![](_page_250_Picture_12.jpeg)

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

![](_page_251_Figure_0.jpeg)

#### NARROMINE TO NARRABRI

#### 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

	Year 2025 Night-time Rail No	oise	Levels	
(	Level Crossings		light-time n	ois

- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway

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

- se criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

#### APPENDIX D - Map 135 of 168

![](_page_251_Picture_20.jpeg)

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# NARROMINE TO NARRABRI

# 500 m

Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

'ear 2025	Night-time	Rail Noise	Levels

- X Level Crossings
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

# APPENDIX D - Map 136 of 168



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NARROMINE TO NARRABR	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 137 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Night-time noise criteria LAeq 9hr 55dBA new rail corridor</li> <li>Night-time noise criteria LAeq 9hr</li> <li>Night-time noise criteria LAeq 9hr</li> </ul>	
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the	Crossing Loops     GodBA upgrading existing rail     corridor	
completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and	Rail Alignment/Centreline     Night-time noise criteria LA max	ARTC <i>Inland</i> Rail
ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered	Bridges and Viaducts 80dBA new rail corridor	The Australian Government is delivering Inland Rail
as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Sensitive Receivers Night-time noise criteria LA max 85dBA upgrading existing rail	through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000	Noise Assessment Area – Upgrading corridor Existing Railway	
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	



NARROMINE TO NARRABR	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 138 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	



NARROMINE TO NARRABE	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 139 of 168
500 m	× Level Crossings Night-time noise	criteria LAeq 9hr
Coordinate System: GDA 1994 MGA Zone 55	Proposal Extent     Night-time noise	criteria LAeq 9hr
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the approximation of the information	Crossing Loops     60dBA upgrading     corridor	g existing rail
contained in this GIS map. The GIS map the	Rail Alignment/Centreline     Night-time noise	criteria LA max <b>ARTC /Inland</b> Rail
ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered	Bridges and Viaducts	corridor The Australian Government is delivering Inland Rail
as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Sensitive Receivers Night-time noise 85dBA upgrading	criteria LA max through the Australian Rail Track Corporation, g existing rail in partnership with the private sector.
Paper: A4 Scale: 1:20,000	Existing Railway	
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	

H:\Projects-SLR\620-BNE\620-BNE\620.12209 Inland Rail\06 SLR Data\06 CADGIS\ArcGIS\N2N\SLR62012209\_N2N\_Night 2025.mxd Service Layer Credits: Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



NARROMINE TO NARRABR	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 140 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading</li> </ul>	a LAeq 9hr r a LAeq 9hr ng rail a LA max r a LA max ing rail A RTC InlandRail through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	

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500 m	

Coordinate System: GDA 1994 MGA Zone

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

ABRI Year 2025 Night-time Rail Noise		Year 2025 Night-time Rail Noise	e Levels
	X	Level Crossings	Night-time noise criteria LAeq 9hr
ə 55	—	Proposal Extent	SSOBA new rall corridor Night-time noise criteria I Aeg 9hr
es no	—	Crossing Loops	60dBA upgrading existing rail
ared nd	—	Rail Alignment/Centreline	Night-time noise criteria I A max
SS,		Bridges and Viaducts	80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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H:Projects-SLR\620-BNE\620-BNE\620.12209 Inland Rail\06 SLR Data\06 CADGIS\ArcGIS\N2N\SLR62012209\_N2N\_Night 2025.mxd Service Layer Credits: Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Noise contours are based on a set distance

Noise Assessment Area - Upgrading

Sensitive Receivers

Existing Railway

above the local terrain level of 2.4m.



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG



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

Crossing Loops

Noise Assessment Area - Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

# APPENDIX D - Map 142 of 168



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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Author: JG

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- Proposal Extent Crossing Loops corridor Rail Alignment/Centreline Bridges and Viaducts
  - Sensitive Receivers
  - Noise Assessment Area Upgrading Existing Railway

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

- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



Sensitive Receivers 

Scale: 1:20.000

Paper: A4

Author: JG

Date: 31-Jul-2020

- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor

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Scale: 1:20,000 Paper: A4 Date: 31-Jul-2020 Author: JG

- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Existing Railway
- Noise Assessment Area Upgrading Noise contours are based on a set distance above the local terrain level of 2.4m.
- 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Scale: 1:20,000 Paper: A4 Date: 31-Jul-2020 Author: JG

Sensitive Receivers Noise Assessment Area - Upgrading Existing Railway

80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance



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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

# Crossing Loops

Rail Alignment/Centreline

Bridges and Viaducts

Sensitive Receivers 

Noise Assessment Area - Upgrading Existing Railway

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

- 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Paper: A4 Date: 31-Jul-2020 Author: JG

Scale: 1:20.000

Bridges and Viaducts 80dBA new rail corridor Sensitive Receivers

Noise Assessment Area - Upgrading Existing Railway

Night-time noise criteria LA max 85dBA upgrading existing rail corridor

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Noise contours are based on a set distance

above the local terrain level of 2.4m.



Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000 Paper: A4 Date: 31-Jul-2020 Author: JG

Level Crossings Night-time noise criteria LAeq 9hr Х 55dBA new rail corridor Proposal Extent Night-time noise criteria LAeq 9hr Crossing Loops 60dBA upgrading existing rail corridor Rail Alignment/Centreline

Bridges and Viaducts Sensitive Receivers 

Noise Assessment Area - Upgrading Existing Railway

Night-time noise criteria LA max 80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Noise contours are based on a set distance



Coordinate System: GDA 1994 MGA Zone 55

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Scale: 1:20,000 Paper: A4 Date: 31-Jul-2020 Author: JG

## Night-time noise criteria LAeq 9hr Level Crossings

- х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway Noise contours are based on a set distance
- 80dBA new rail corridor Night-time noise criteria LA max 85dBA upgrading existing rail corridor

corridor

55dBA new rail corridor

Night-time noise criteria LAeq 9hr

Night-time noise criteria LA max

60dBA upgrading existing rail



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Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20.000 Date: 31-Jul-2020 Author: JG

- Level Crossings Х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABR	Year 2025 Night-time Rail N	Noise Levels	APPENDIX D - Map 153 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> </ul>	<ul> <li>Night-time noise criteria LAeq 9hr</li> <li>55dBA new rail corridor</li> <li>Night-time noise criteria LAeq 9hr</li> <li>60dBA upgrading existing rail</li> </ul>	
duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered accuracy the dama parts whether our chapter and many suffered accuracy to the dama parts whether our chapter and many suffered accuracy to the dama parts whether our chapter and many suffered accuracy to the dama parts whether our chapter action suffered accuracy to the dama parts whether our chapter actions to the suffered accuracy to the dama parts whether our chapter actions to the suffered accuracy to the dama parts whether our chapter actions to the sufference to the dama parts actions to the sufference to the sufference to the dama parts actions to the sufference to the dama parts actions t	Rail Alignment/Centreline     Bridges and Viaducts	corridor Night-time noise criteria LA max 80dBA new rail corridor Night-time noise criteria LA max	ARTC InlandRail
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noise Assessment Area – Upgrading Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.	<ul> <li>— 85dBA upgrading existing rail corridor</li> </ul>	in partnership with the private sector.





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Scale: 1:20,000 Paper: A4

Date: 31-Jul-2020 Author: JG



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Scale: 1:20,000

Paper: A4 Date: 31-Jul-2020 Author: JG

- 60dBA upgrading existing rail Crossing Loops corridor Rail Alignment/Centreline Night-time noise criteria LA max
- Bridges and Viaducts Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.
- 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Proposal Extent ARTC makes no representation or warranty and assumes no Crossing Loops ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

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Paper: A4

Author: JG

Date: 31-Jul-2020

Rail Alignment/Centreline

Bridges and Viaducts

Sensitive Receivers 

Noise Assessment Area - Upgrading Existing Railway Noise contours are based on a set distance

- 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Noise Assessment Area - Upgrading Existing Railway Noise contours are based on a set distance above the local terrain level of 2.4m.

Night-time noise criteria LA max 85dBA upgrading existing rail corridor

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Sensitive Receivers



NARROMINE TO NARRABE	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 159 of 168
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. Baner: A4 Scale: 1:20 000	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Evistion Bailway</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	



NARROMINE TO NARRABRI		Year 2025 Night-time Rail Noise Levels		APPENDIX [	D - Map 160 of 168	
500 m Coordinate System: GDA 1994 MGA Zone 55	× Lev	evel Crossings oposal Extent	_	Night-time noise criteria LAeq 9hr 55dBA new rail corridor Night-time noise criteria LAeq 9hr		
ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and	— Cro — Rai	ossing Loops ail Alignment/Centreline	_	<ul> <li>60dBA upgrading existing rail corridor</li> <li>Night-time noise criteria LA max</li> </ul>	ARTC InlandRail	
ARI IC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Bric	idges and Viaducts ensitive Receivers	_	80dBA new rail corridor Night-time noise criteria LA max 85dBA upgrading existing rail	The Australian Govern through the Australian in partnership with the	ment is delivering Inland Rail Rail Track Corporation, private sector.
Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG	Noi Exis	pise Assessment Area – Upgrading kisting Railway ntours are based on a set distance e local terrain level of 2.4m.		corridor		



Coordinate System: GDA 1994 MGA Zone 55

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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Author: JG

- Level Crossings х
- Proposal Extent
- Crossing Loops
- Rail Alignment/Centreline
- Bridges and Viaducts
- Sensitive Receivers
- Noise Assessment Area Upgrading Existing Railway
- Noise contours are based on a set distance above the local terrain level of 2.4m.

- Night-time noise criteria LAeq 9hr 55dBA new rail corridor
- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor
  - Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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NARROMINE TO NARRABE	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 162 of 168	
500 m Coordinate System: GDA 1994 MGA Zone 55 ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. Paper: A4 Scale: 1:20,000 Date: 31-,bul-2020	<ul> <li>Level Crossings</li> <li>Proposal Extent</li> <li>Crossing Loops</li> <li>Rail Alignment/Centreline</li> <li>Bridges and Viaducts</li> <li>Sensitive Receivers</li> <li>Noise Assessment Area – Upgrading Existing Railway</li> </ul>	ARTC InlandRail The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.	
Author: JG	above the local terrain level of 2.4m.		



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Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020

Author: JG

60dBA upgrading existing rail Crossing Loops corridor Rail Alignment/Centreline Night-time noise criteria LA max Bridges and Viaducts 80dBA new rail corridor Night-time noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Noise contours are based on a set distance

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### 500 m Night-time noise criteria LAeq 9hr Level Crossings Х 55dBA new rail corridor Coordinate System: GDA 1994 MGA Zone 55 Proposal Extent Night-time noise criteria LAeq 9hr ARTC makes no representation or warranty and assumes no 60dBA upgrading existing rail Crossing Loops ARTC makes no representation or warranty and assumes no duly of care or other responsibility of any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map. ARTC InlandRail corridor Rail Alignment/Centreline Night-time noise criteria LA max Bridges and Viaducts 80dBA new rail corridor The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector. Night-time noise criteria LA max Sensitive Receivers 85dBA upgrading existing rail Noise Assessment Area - Upgrading corridor Existing Railway Paper: A4 Scale: 1:20,000 Date: 31-Jul-2020 Noise contours are based on a set distance

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Author: JG



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Scale: 1:20,000

Sensitive Receivers 

> Noise Assessment Area - Upgrading Existing Railway Noise contours are based on a set distance

- corridor
- Night-time noise criteria LA max 80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



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Paper: A4 Date: 31-Jul-2020 Author: JG

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Crossing Loops

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

Rail Alignment/Centreline

Bridges and Viaducts

- Night-time noise criteria LAeq 9hr 60dBA upgrading existing rail corridor
- Night-time noise criteria LA max 80dBA new rail corridor

Night-time noise criteria LA max 85dBA upgrading existing rail corridor



NARROMINE TO NARRABE	Year 2025 Night-time Rail Noise Levels	APPENDIX D - Map 167 of 168
500 m	X Level Crossings — Night-time noise criteria LAeq 9hr 55dBA new rail corridor	
Coordinate System: GDA 1994 MGA Zone 55	Proposal Extent     Night-time noise criteria LAeq 9hr	
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contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and	Rail Alignment/Centreline     Night-time noise criteria LA max	<b>ARIC</b> <i>Inland</i> Rail
ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered	Bridges and Viaducts 80dBA new rail corridor	The Australian Government is delivering Inland Rail
as a result of any person whatsoever placing reliance upon the information contained within this GIS map.	Sensitive Receivers Night-time noise criteria LA max — 85dBA upgrading existing rail	through the Australian Rail Track Corporation, in partnership with the private sector.
Paper: A4 Scale: 1:20,000	Existing Railway	
Date: 31-Jul-2020 Author: JG	Noise contours are based on a set distance above the local terrain level of 2.4m.	

