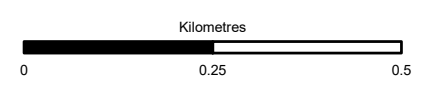


- ~ Proposed Scheme
- Increase in Noise Level**
dB LA10,18Hour
- 5.0 and above
 - 3.0 to 5.0
 - 1.0 to 3.0
 - 0.0 to 1.0
- Decrease in Noise Level**
dB LA10,18Hour
- -1.0 to 0.0
 - -3.0 to -1.0
 - -5.0 to -3.0
 - -5.0 and below



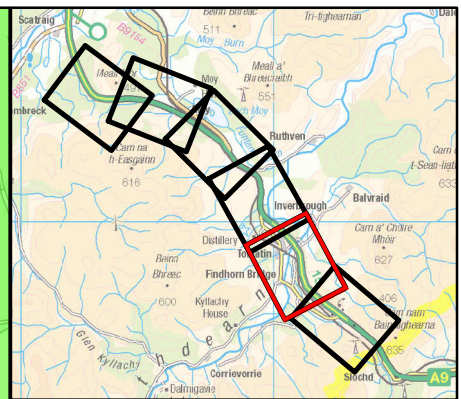
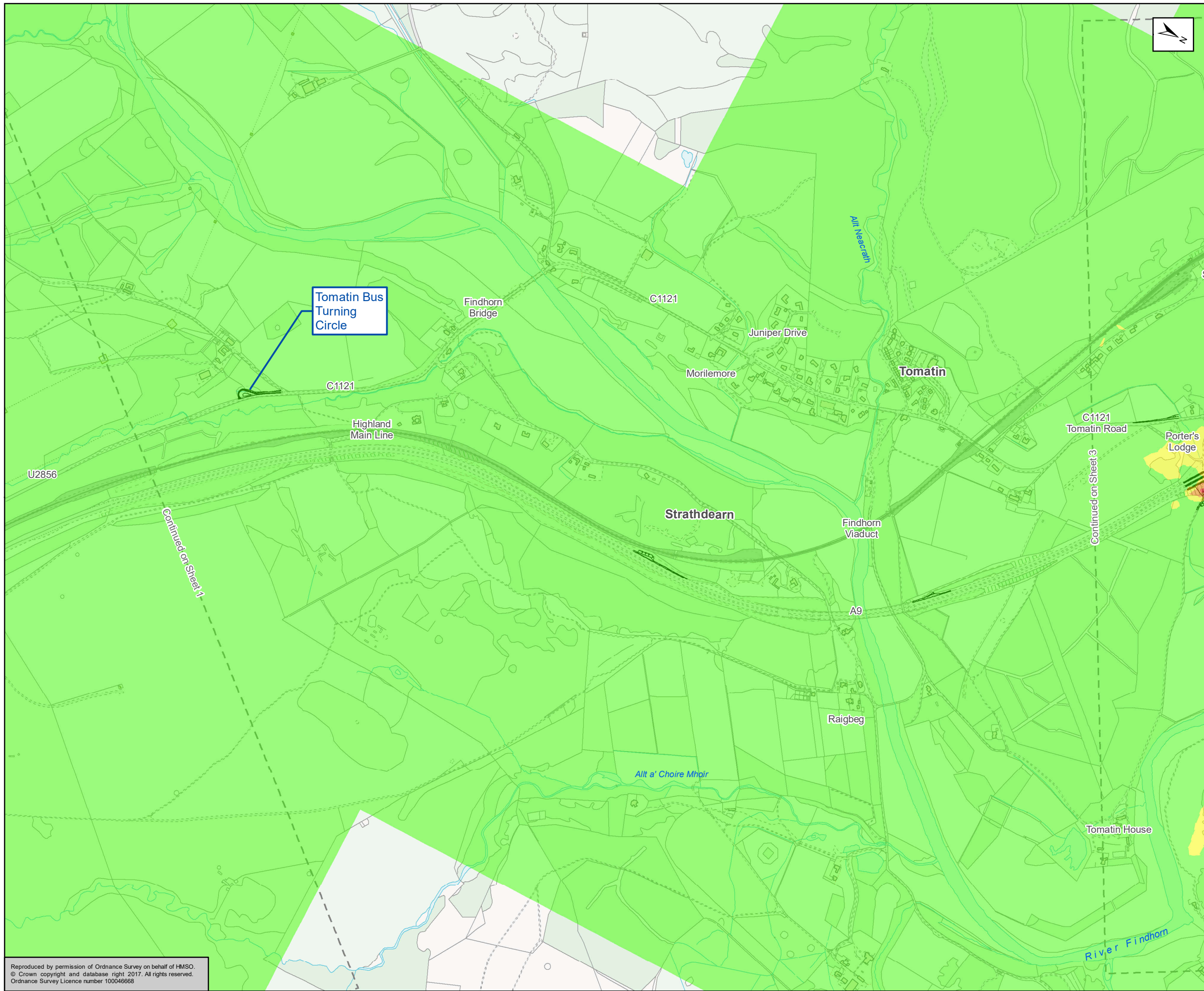
Status	FINAL	Subsidiary	B
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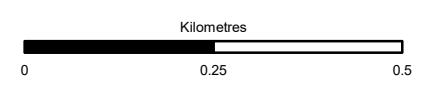
Figure 17.4a
Change in Noise by Design Year
With Scheme
Sheet 1 of 6

Scale	1:10,000	Drawn	LA	Checked	MK	Approved	RM	Authorised	SB
Document Number	A9P12-AMJ-ENV-Z_ZZZZZ_XX-DR-GI-0010							Revision	P03
Project	Originator	Volume							
Location	Type	Role	Number						

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- Proposed Scheme
- Increase in Noise Level**
dB L_{A10,18Hour}
- 5.0 and above
 - 3.0 to 5.0
 - 1.0 to 3.0
 - 0.0 to 1.0
- Decrease in Noise Level**
dB L_{A10,18Hour}
- 1.0 to 0.0
 - 3.0 to -1.0
 - 5.0 to -3.0
 - 5.0 and below



Status	FINAL	Subsidiary	B
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Client

TRANSPORT SCOTLAND
COMHDHAIL ALBA

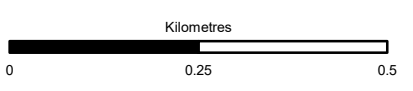
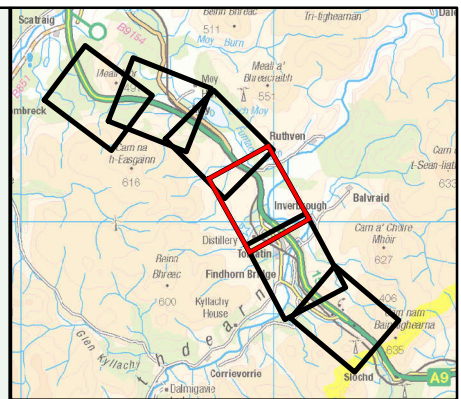
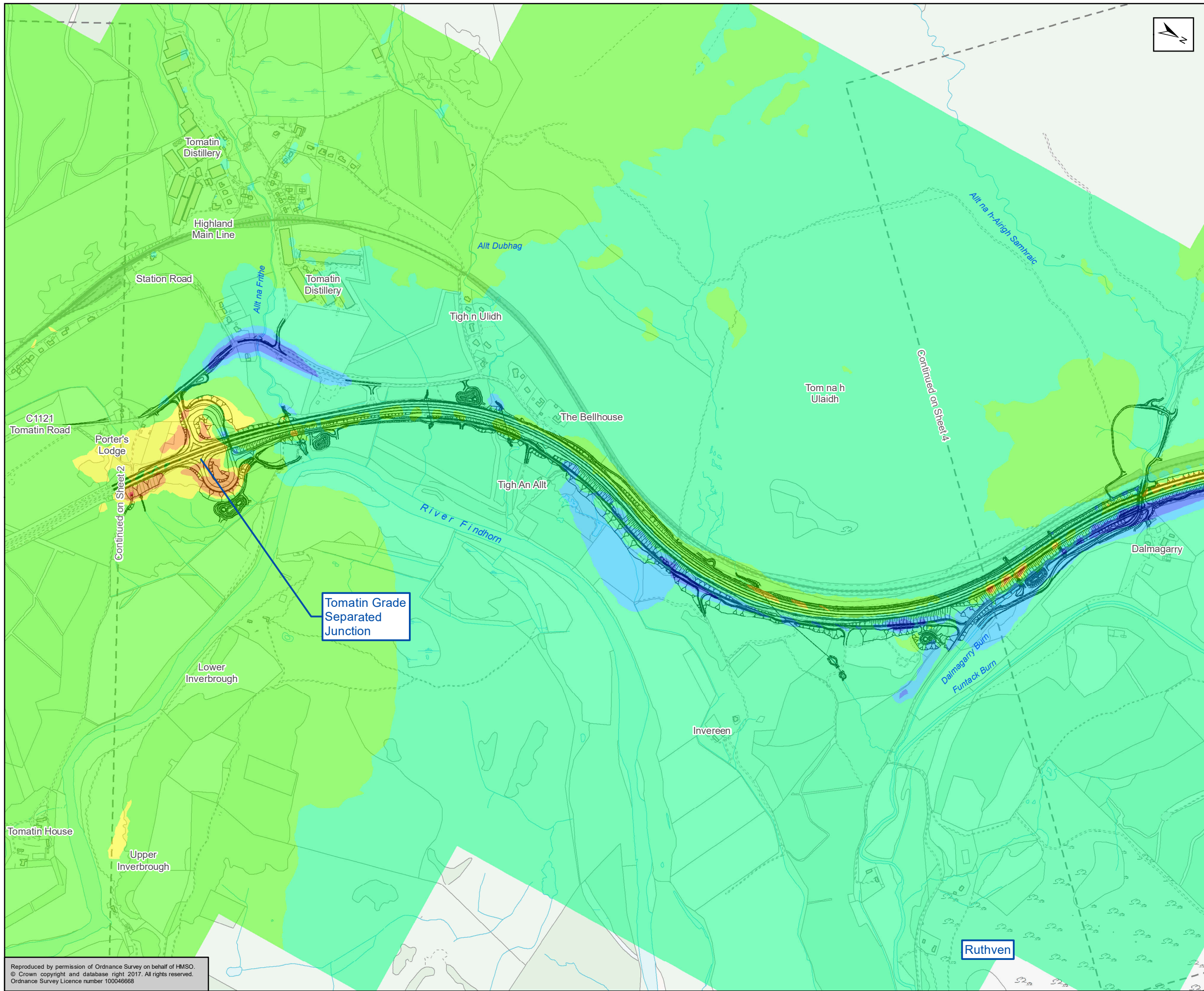
A9
DUALLING
PERTH TO INVERNESS
Tomatin to Moy

ATKINS mouchel

Figure 17.4b
Change in Noise by Design Year
With Scheme
Sheet 2 of 6

Scale	1:10,000	Drawn	LA	Checked	MK	Approved	RM	Authorised	SB	
Document Number	A9P12-AMJ-ENV-Z_ZZZZ_XX-DR-GI-0011								Revision	P02
Project	Originator	Volume								
Location	Type	Role	Number							

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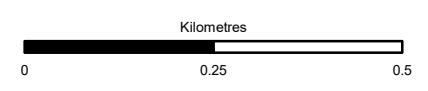
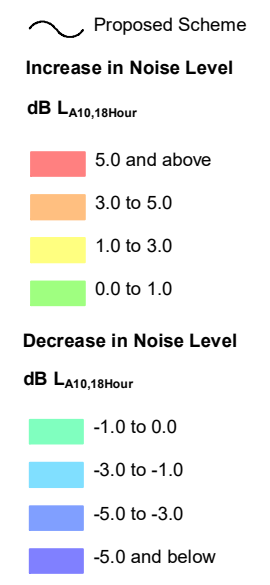
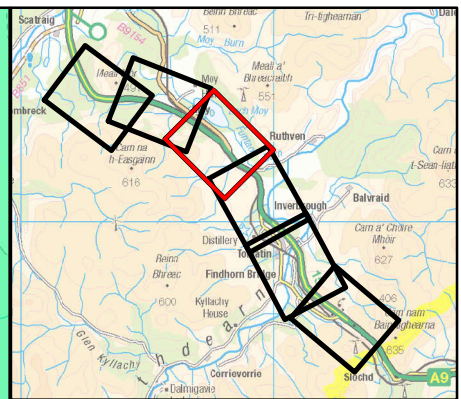
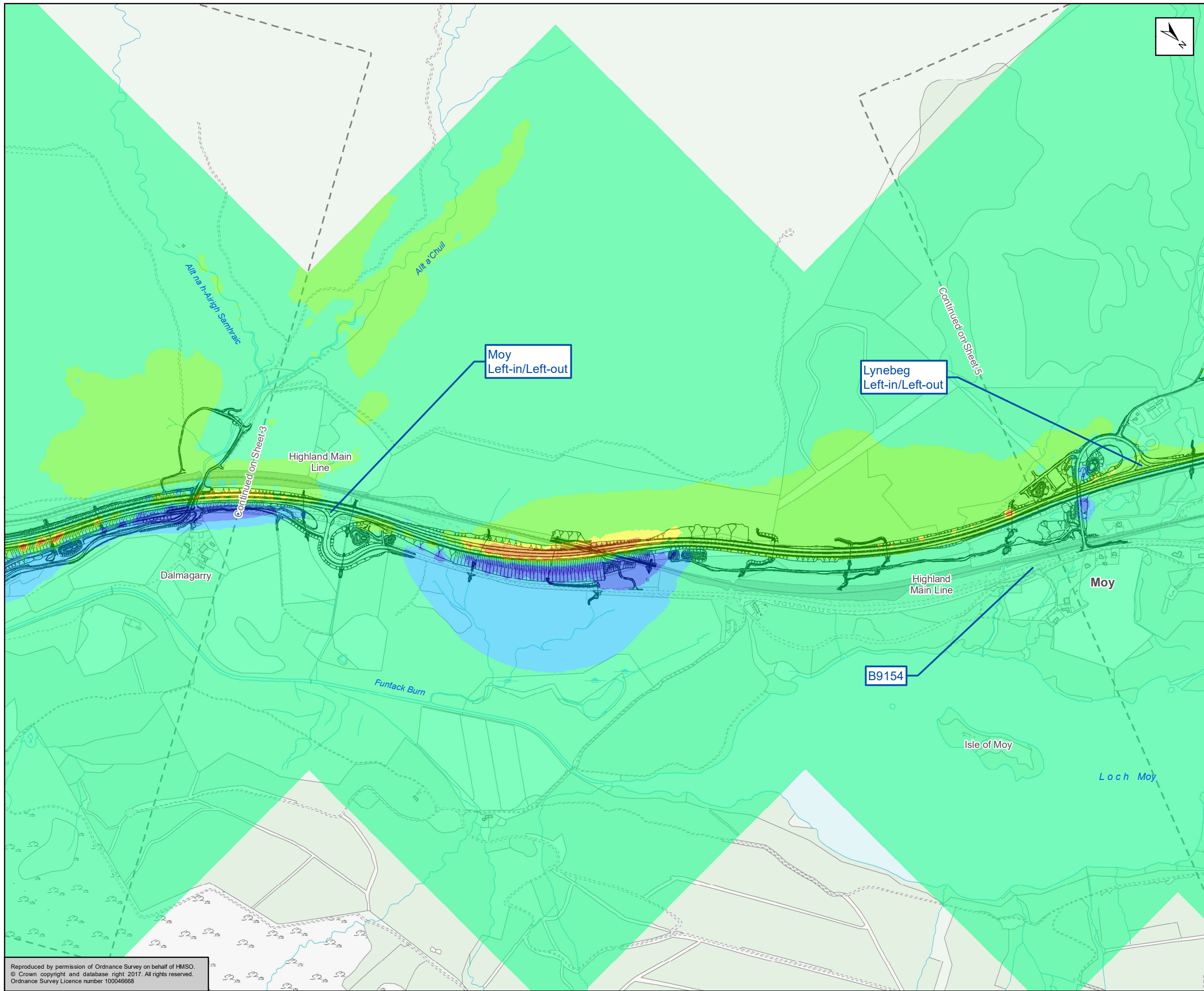
Status	FINAL	Subsidiary	B
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Figure 17.4c
Change in Noise by Design Year
With Scheme
Sheet 3 of 6

Scale	1:10,000	Drawn	LA	Checked	MK	Approved	RM	Authorised	SB	
Document Number	A9P12-AMJ-ENV-Z_ZZZZZ_XX-DR-GI-0012								Revision	P03
Project	Originator	Volume								
Location	Type	Role	Number							

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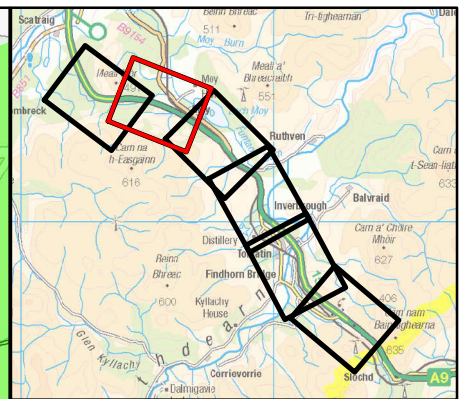
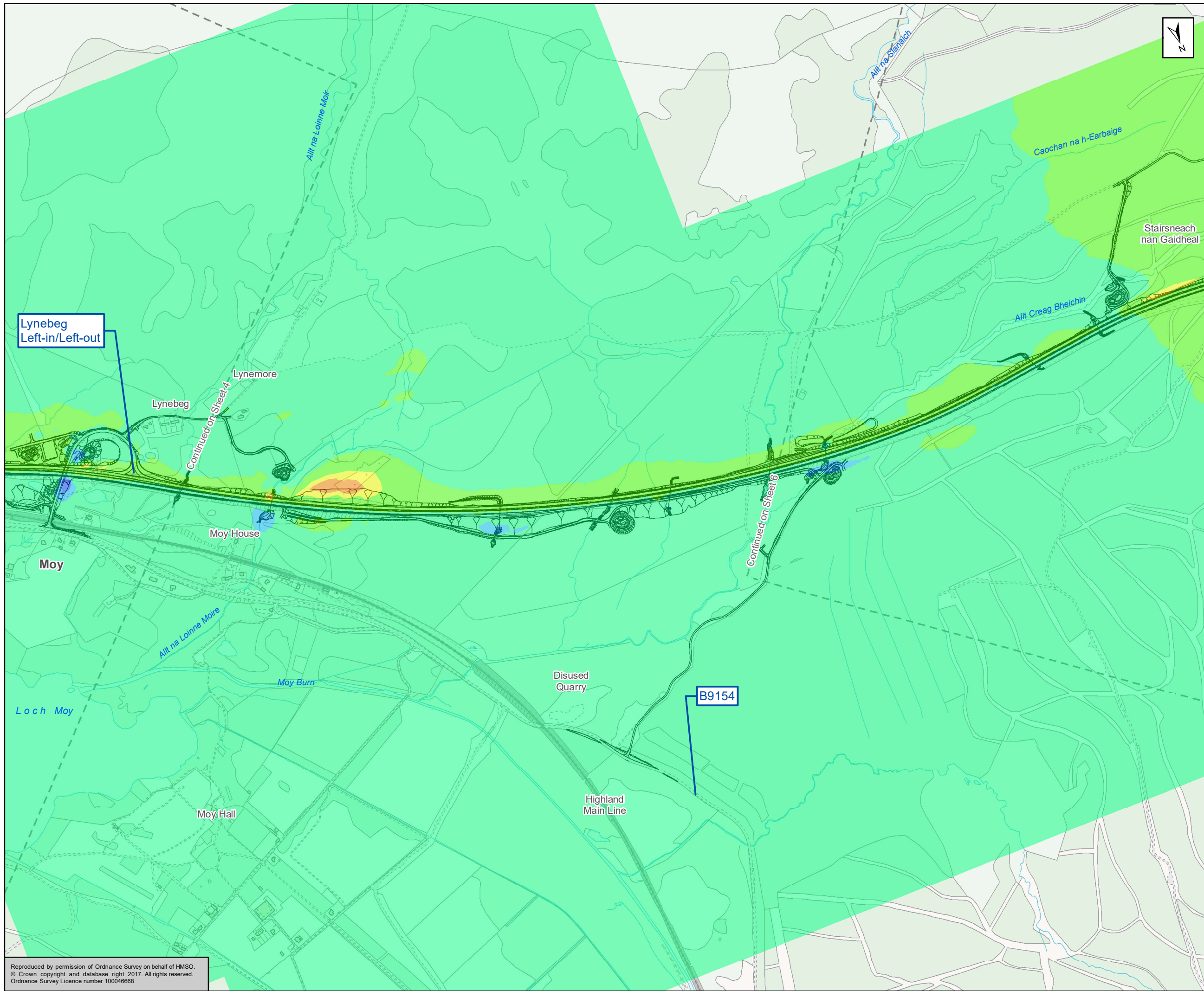
Status	FINAL	Subsidiary	B
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Client

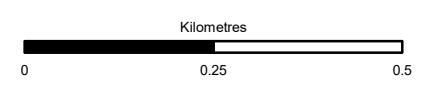
Figure 17.4d
Change in Noise by Design Year
With Scheme
Sheet 4 of 6

Scale	1:10,000	Drawn	LA	Checked	MK	Approved	RM	Authorised	SB
Document Number	Project Originator Volume A9P12-AMJ-ENV-Z_ZZZZZ_XX-DR-GI-0013							Revision	P02
Location	Type	Role	Number						

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- ~ Proposed Scheme
- Increase in Noise Level**
dB LA10,18Hour
- 5.0 and above
 - 3.0 to 5.0
 - 1.0 to 3.0
 - 0.0 to 1.0
- Decrease in Noise Level**
dB LA10,18Hour
- 1.0 to 0.0
 - 3.0 to -1.0
 - 5.0 to -3.0
 - 5.0 and below



Status	FINAL	Subsidiary	B
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Client: **TRANSPORT SCOTLAND**
 COMHDHAIL ALBA

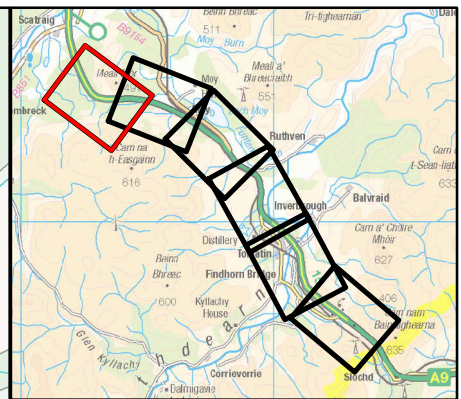
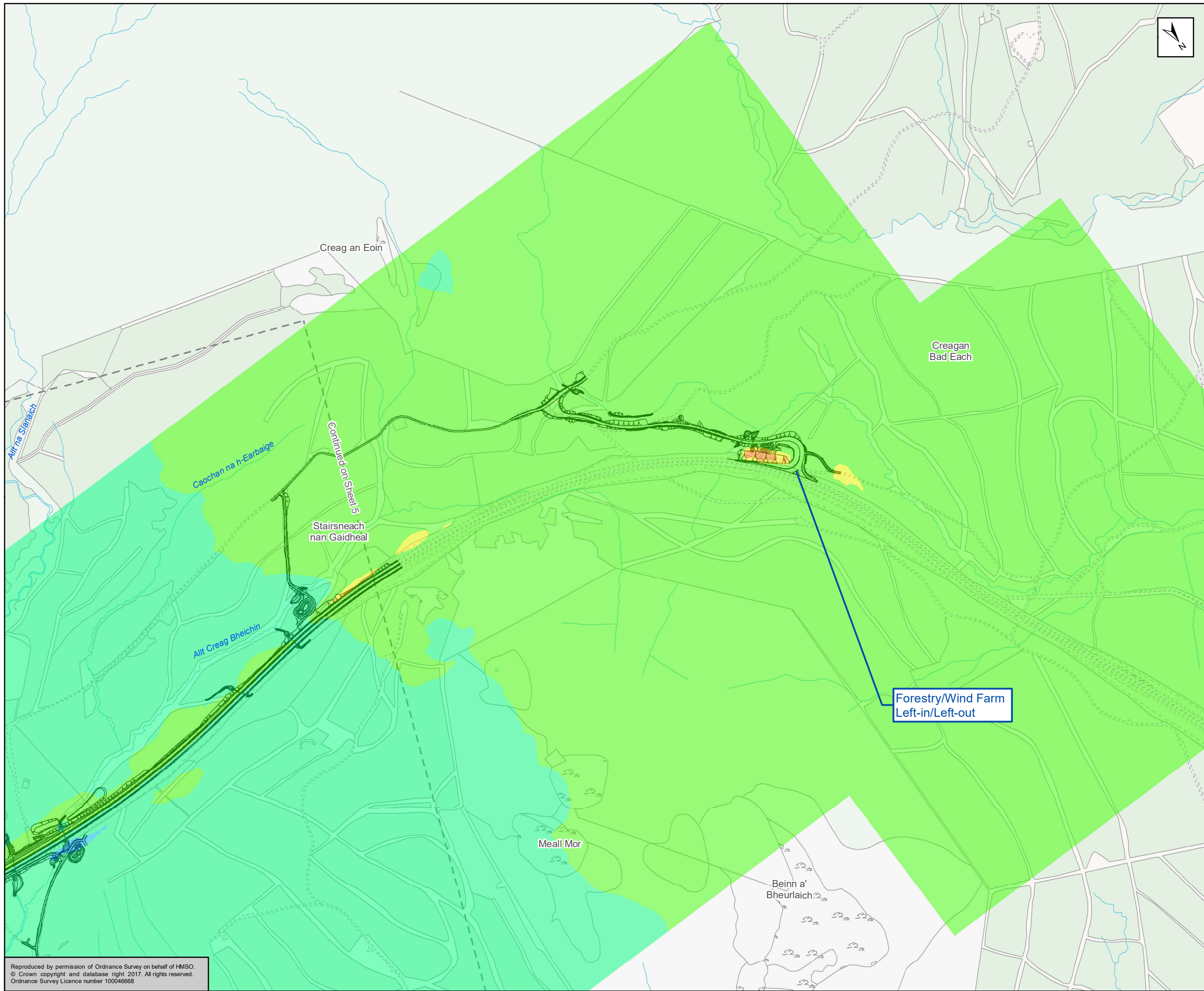
A9
DUALING
 PERTH TO INVERNESS
 Tomatin to Moy

ATKINS mouchel

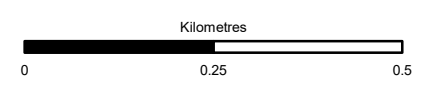
Figure 17.4e
 Change in Noise by Design Year
 With Scheme
 Sheet 5 of 6

Scale	1:10,000	Drawn	LA	Checked	MK	Approved	RM	Authorised	SB	
Document Number	A9P12-AMJ-ENV-Z_ZZZZZ_XX-DR-GI-0014								Revision	P02
Project	Originator	Volume								
Location	Type	Role	Number							

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- ~ Proposed Scheme
- Increase in Noise Level**
dB L_{A10,18Hour}
- 5.0 and above
 - 3.0 to 5.0
 - 1.0 to 3.0
 - 0.0 to 1.0
- Decrease in Noise Level**
dB L_{A10,18Hour}
- 1.0 to 0.0
 - 3.0 to -1.0
 - 5.0 to -3.0
 - 5.0 and below



Status	FINAL	Subsidiary	B
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Client

Figure 17.4f
Change in Noise by Design Year
With Scheme
Sheet 6 of 6

Scale	1:10,000	Drawn	LA	Checked	MK	Approved	RM	Authorised	SB
Document Number	A9P12-AMJ-ENV-Z_ZZZZZ_XX-DR-GI-0023							Revision	P02
Project	Originator	Volume							
Location	Type	Role	Number						

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