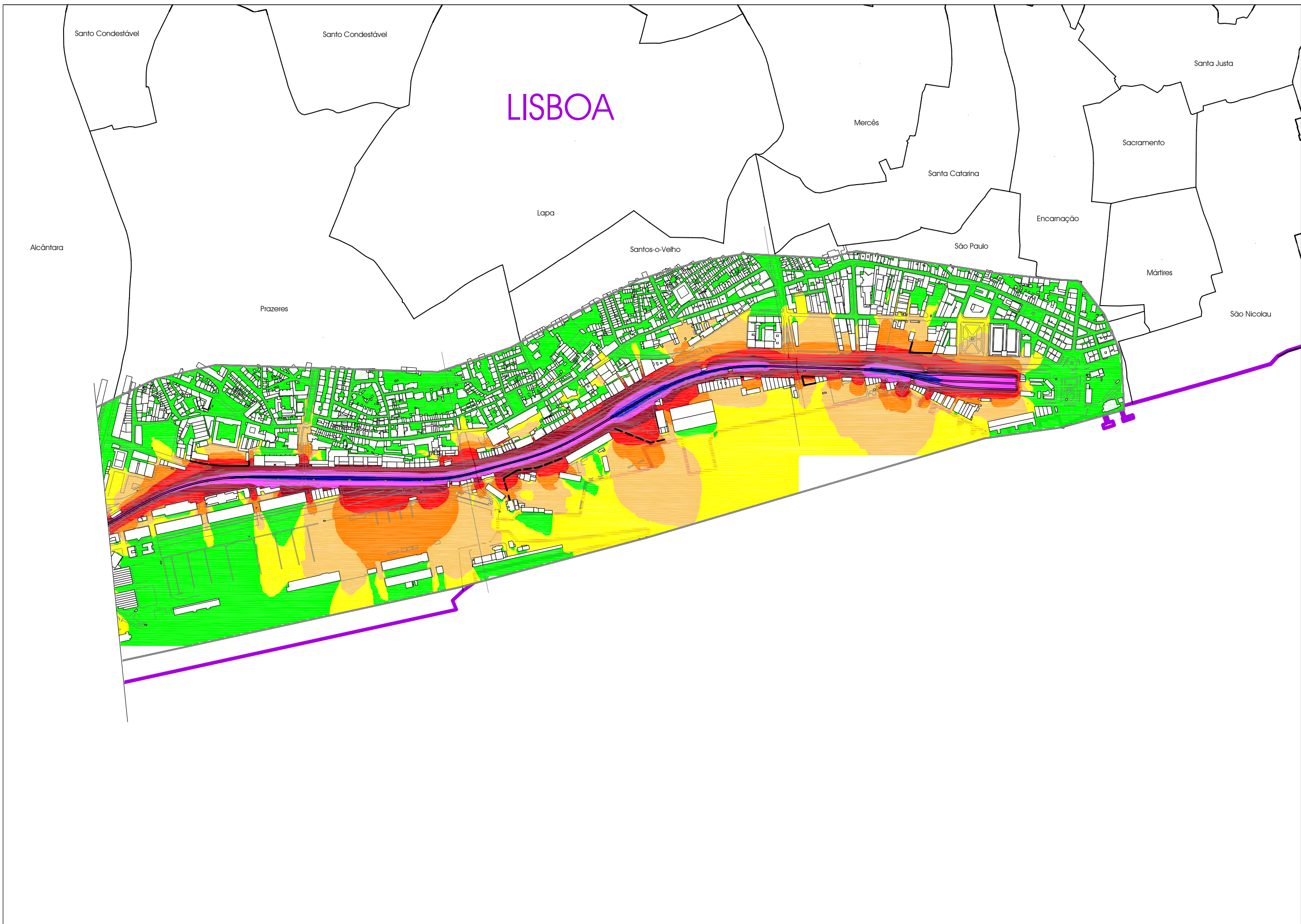
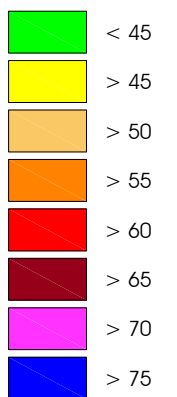




Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
Tráfego Ferroviário representativo do ano 2006

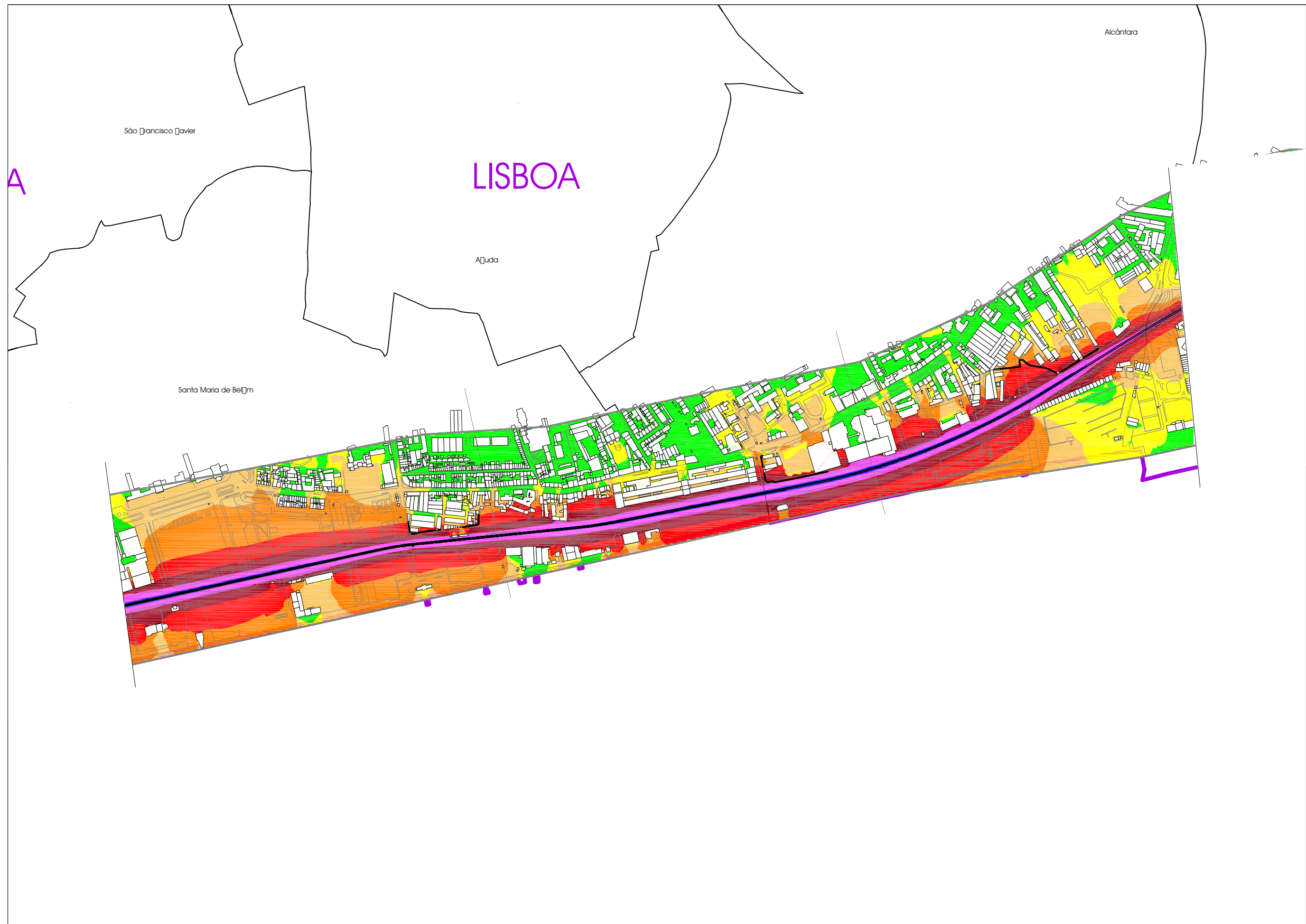


Lden dB(A)

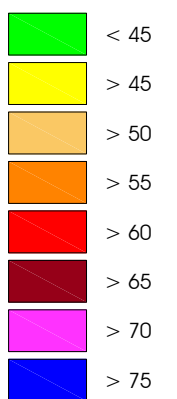




Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
Tráfego Ferroviário representativo do ano 2006



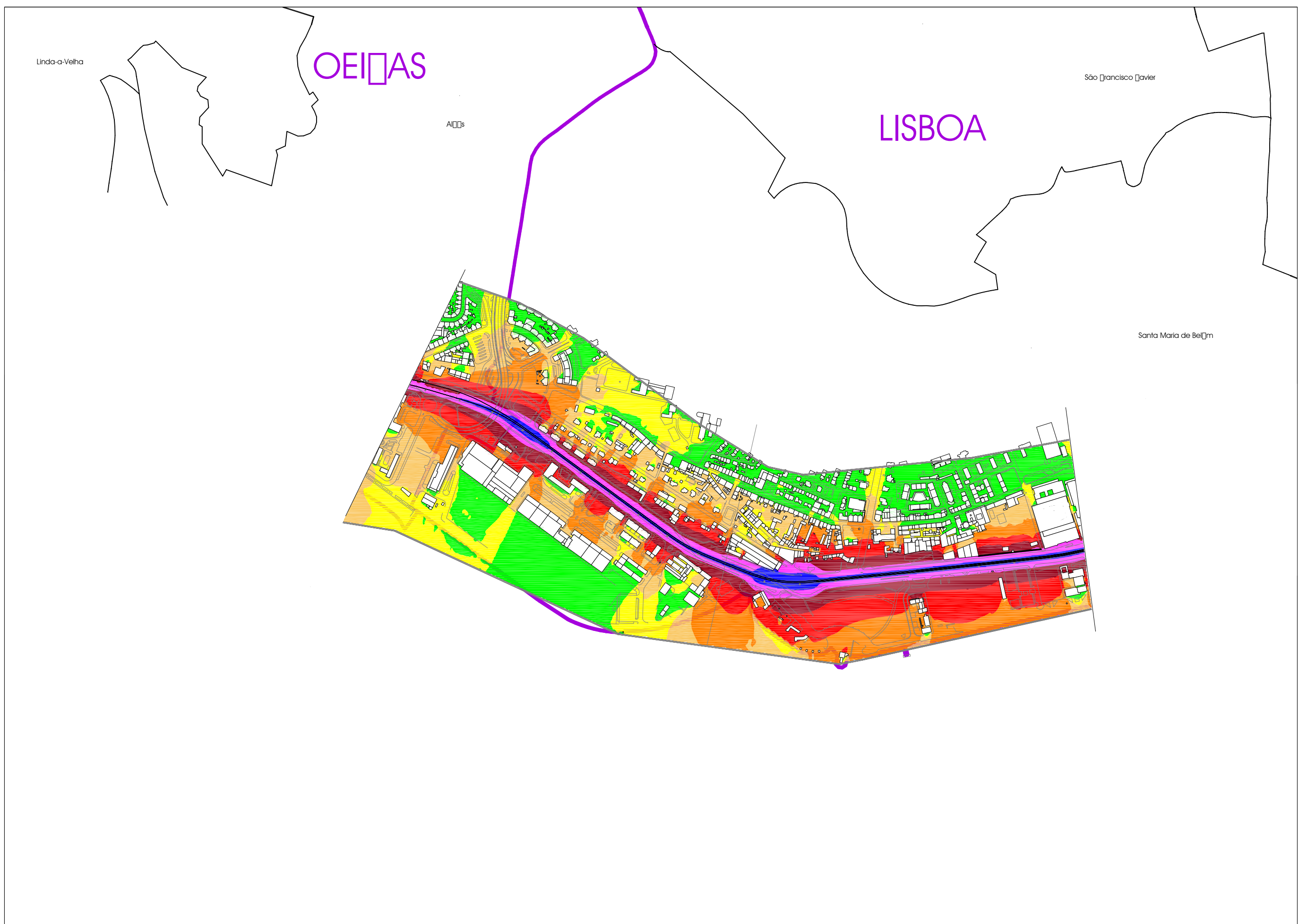
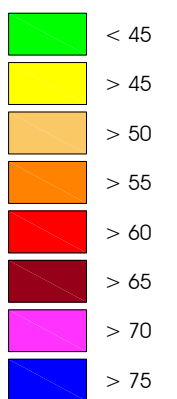
Lden dB(A)





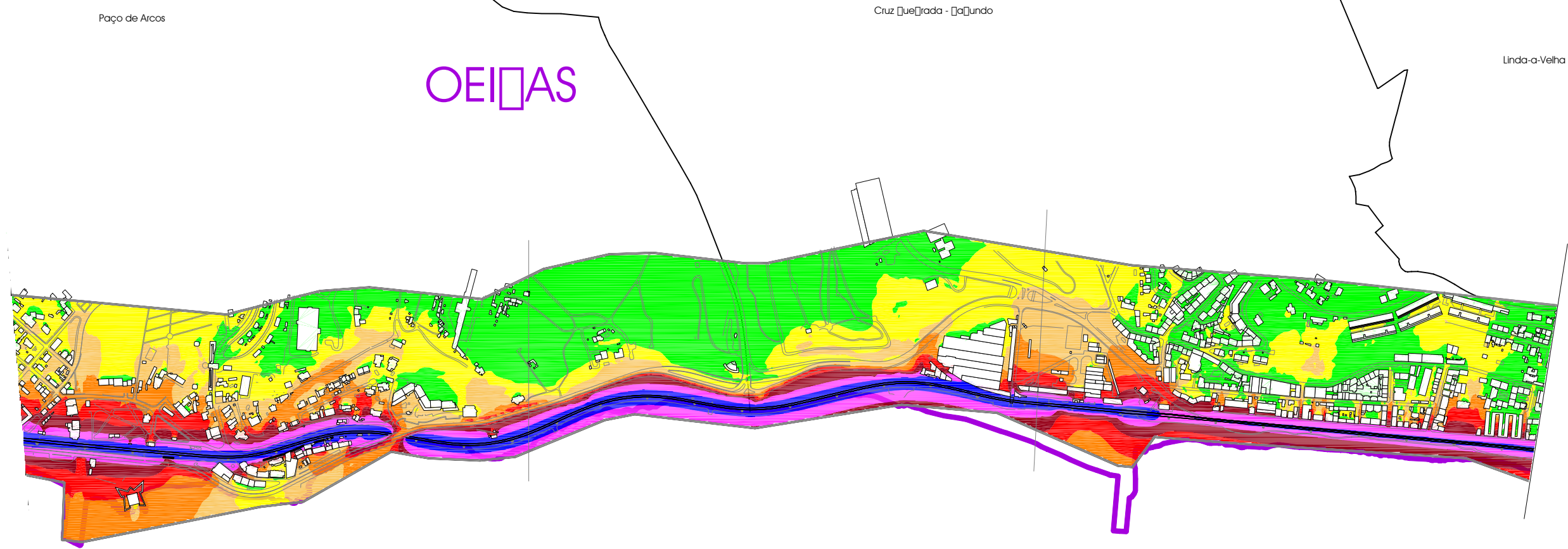
Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
Tráfego Ferroviário representativo do ano 2006

Lden dB(A)

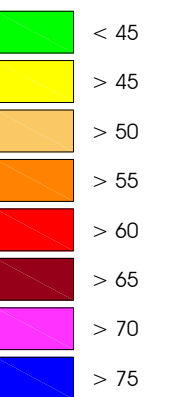




Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
Tráfego Ferroviário representativo do ano 2006

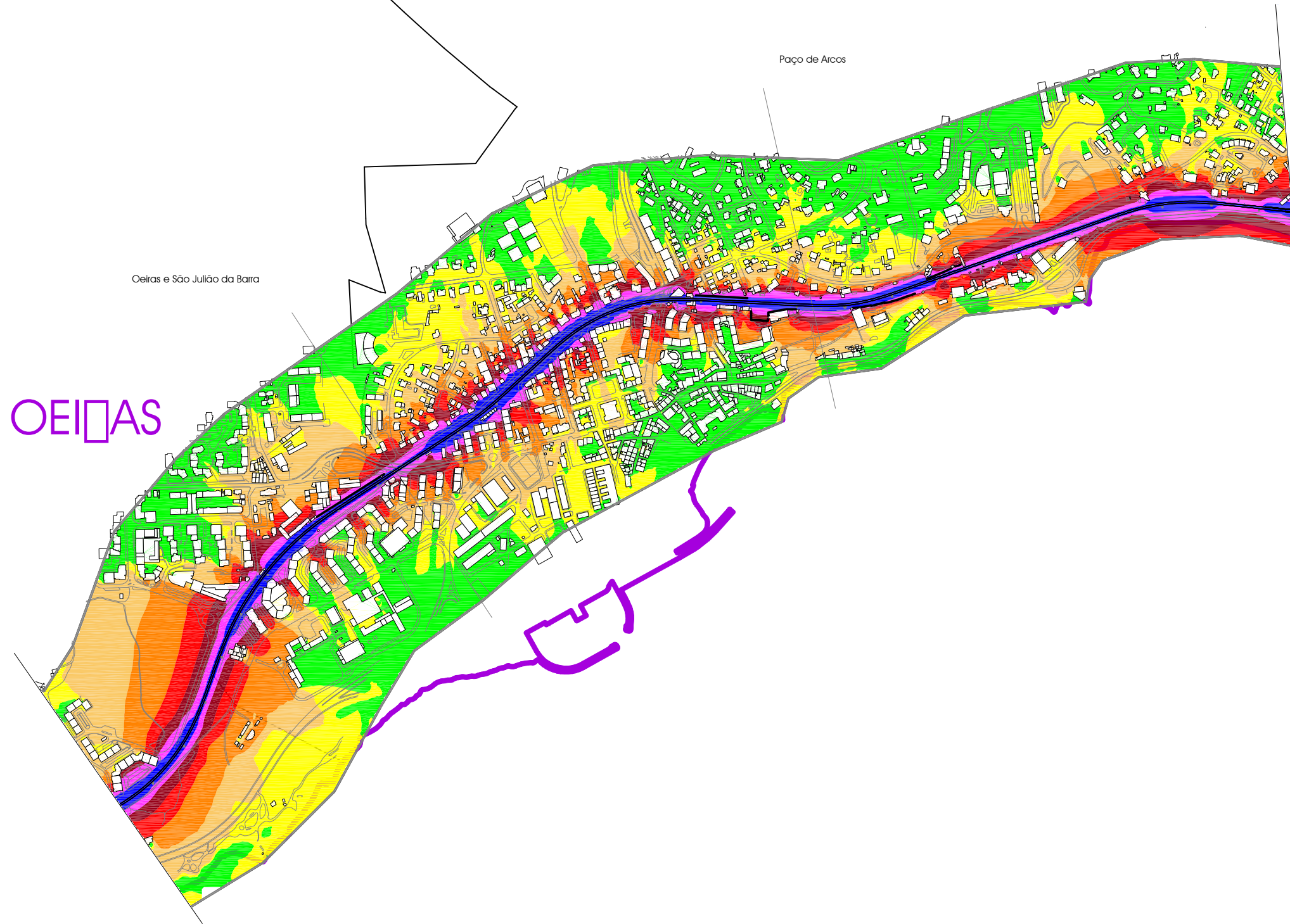


Lden dB(A)

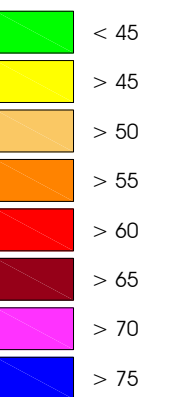




Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
Tráfego Ferroviário representativo do ano 2006



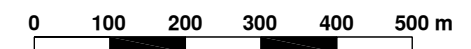
Lden dB(A)



LINHA DE CASCAIS - CARTA DE RUÍDO

Ruído Ferroviário - Lden (4 m)

Escala: 1:10 000



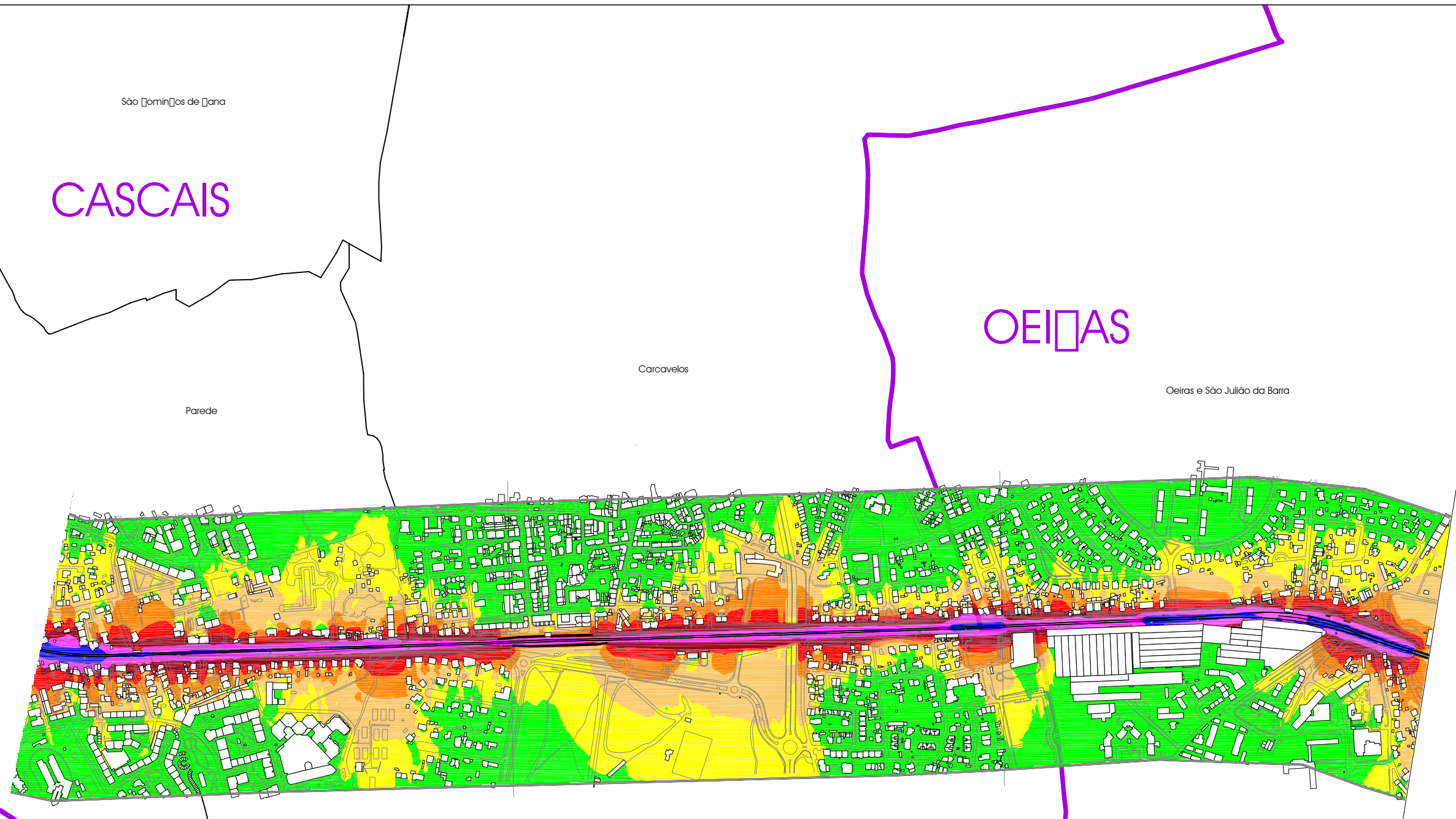
pk 12+035 - pk 14+985

Folha n.º 05/09

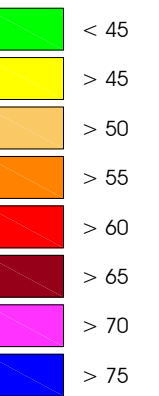
Julho 2008



Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
Tráfego Ferroviário representativo do ano 2006

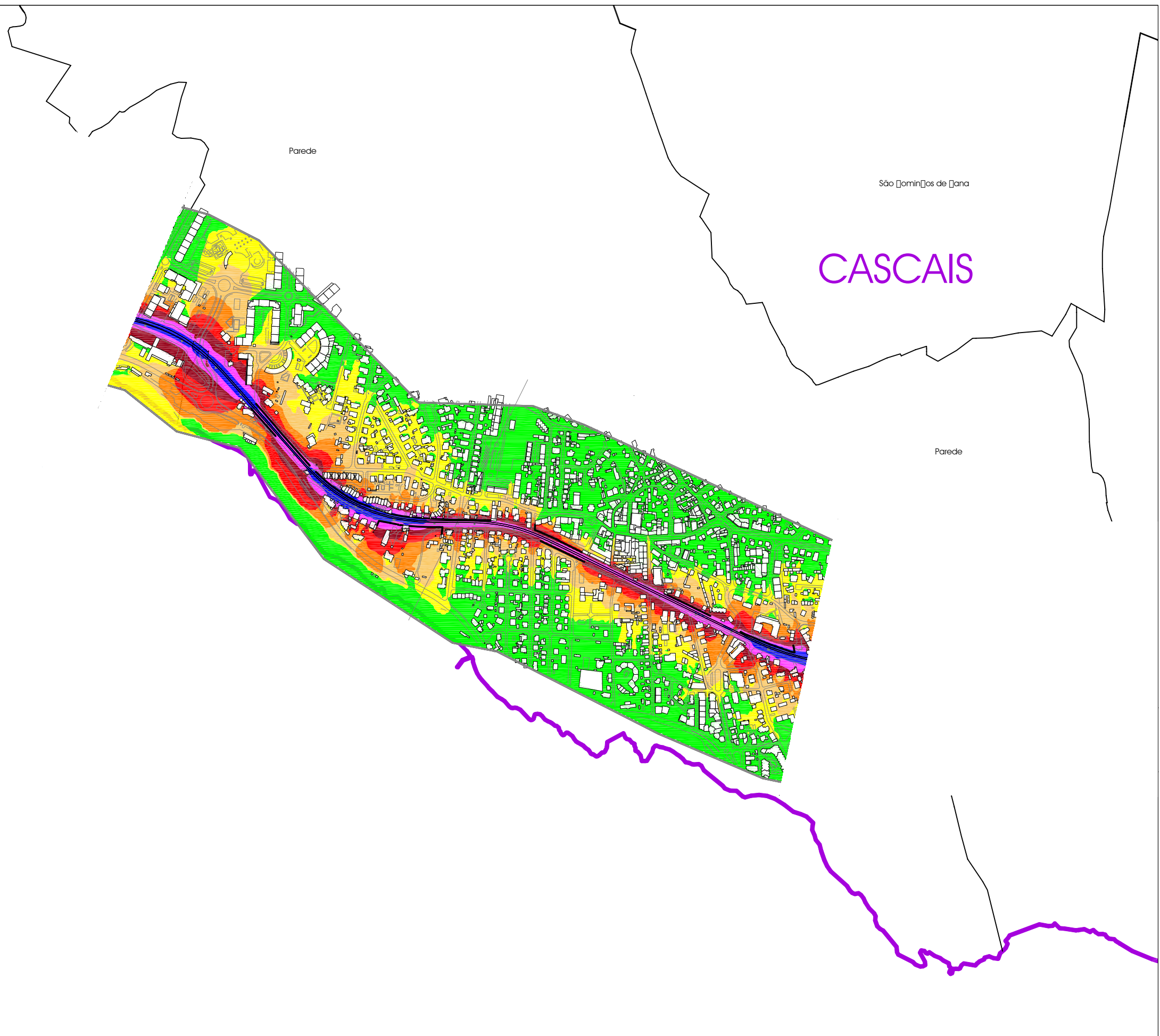


Lden dB(A)

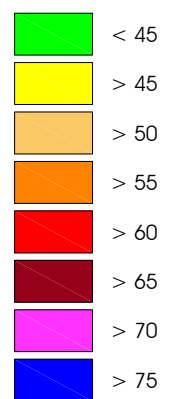




Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
Tráfego Ferroviário representativo do ano 2006

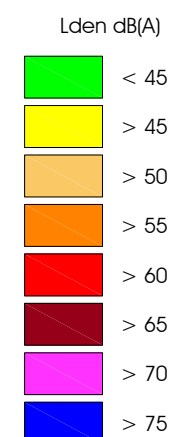
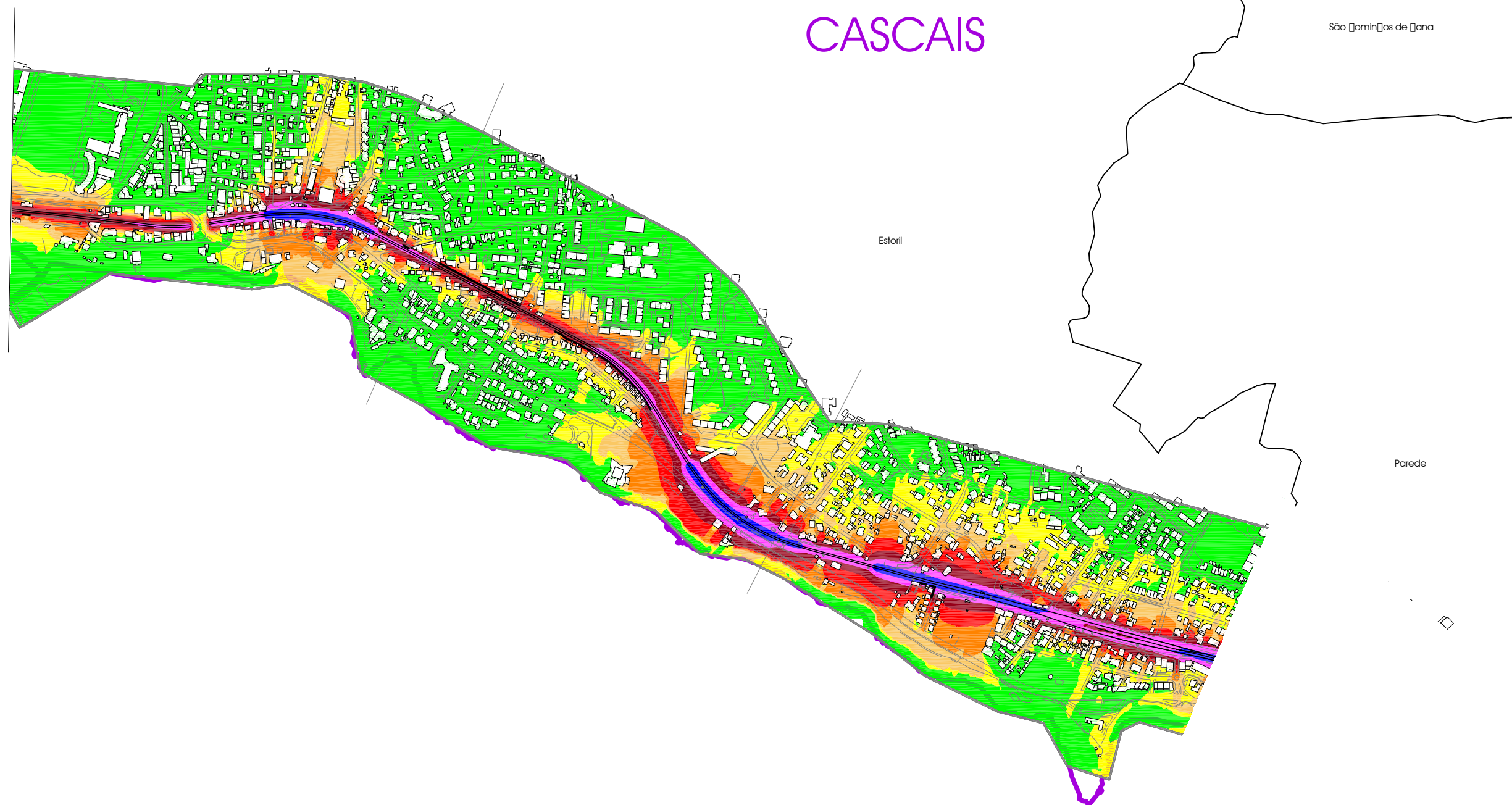


Lden dB(A)





Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
Tráfego Ferroviário representativo do ano 2006





Método de Cálculo: "STANDARD-REKENMETHODE III" (SRMII)
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