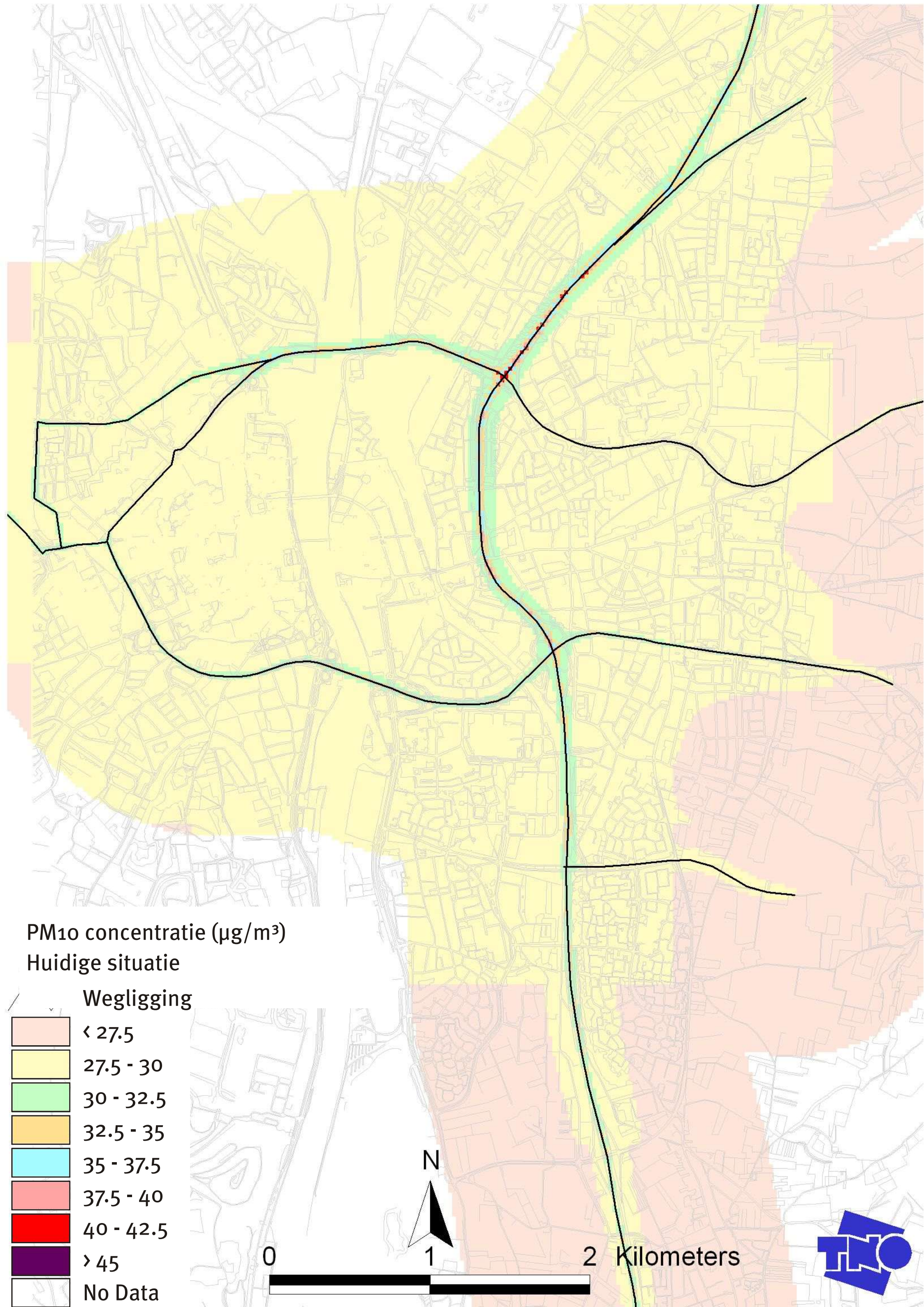
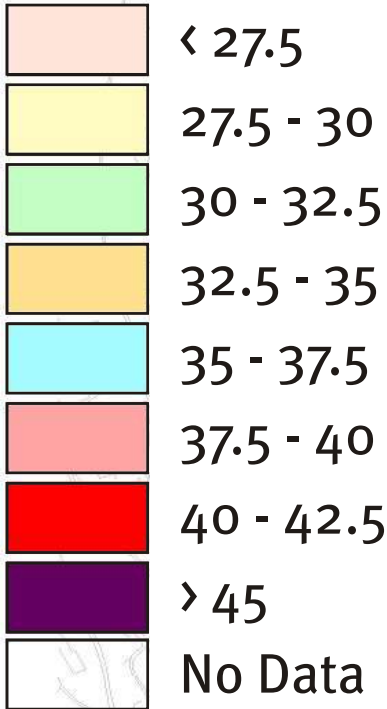




PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )

Huidige situatie

Wegligging



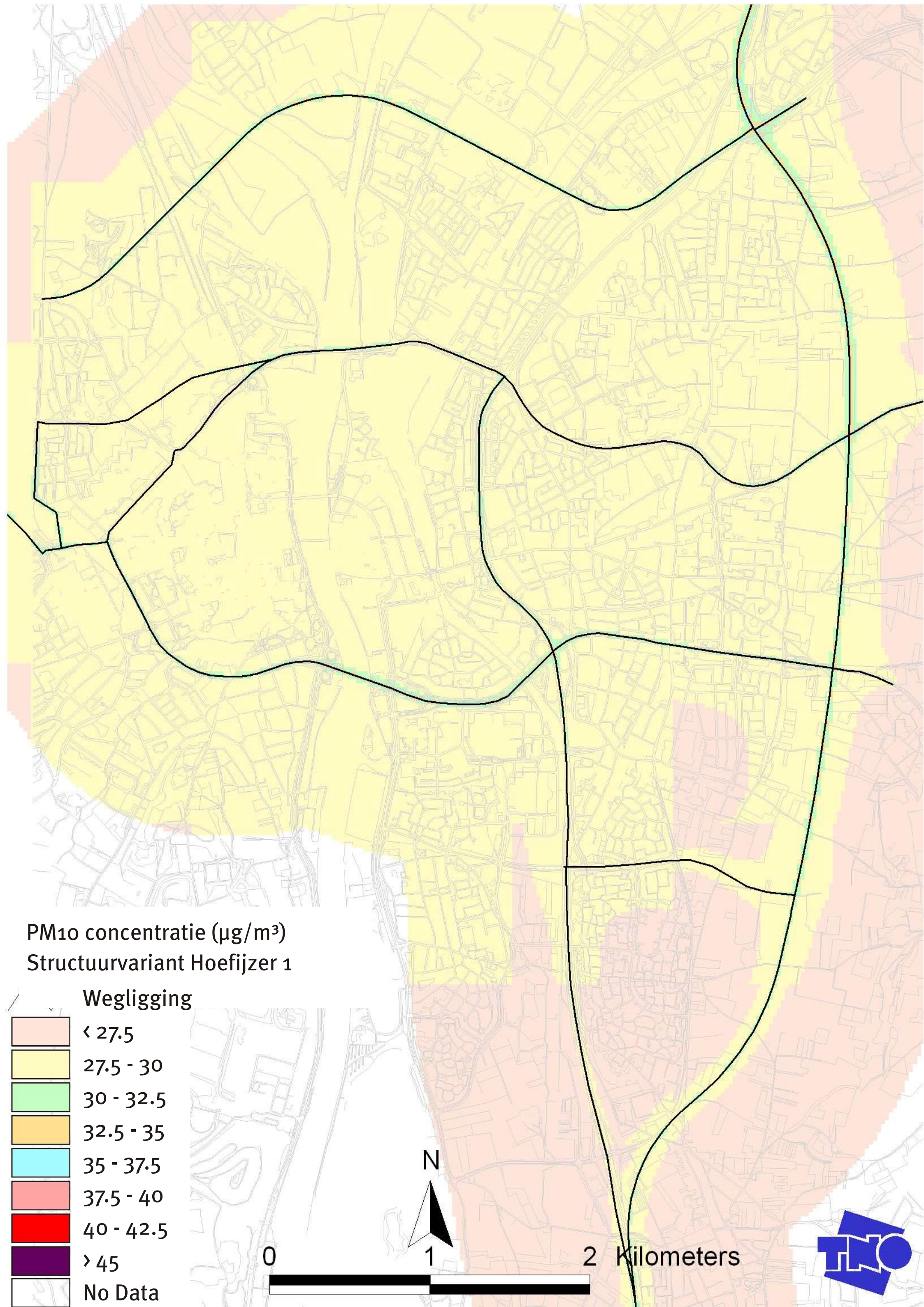
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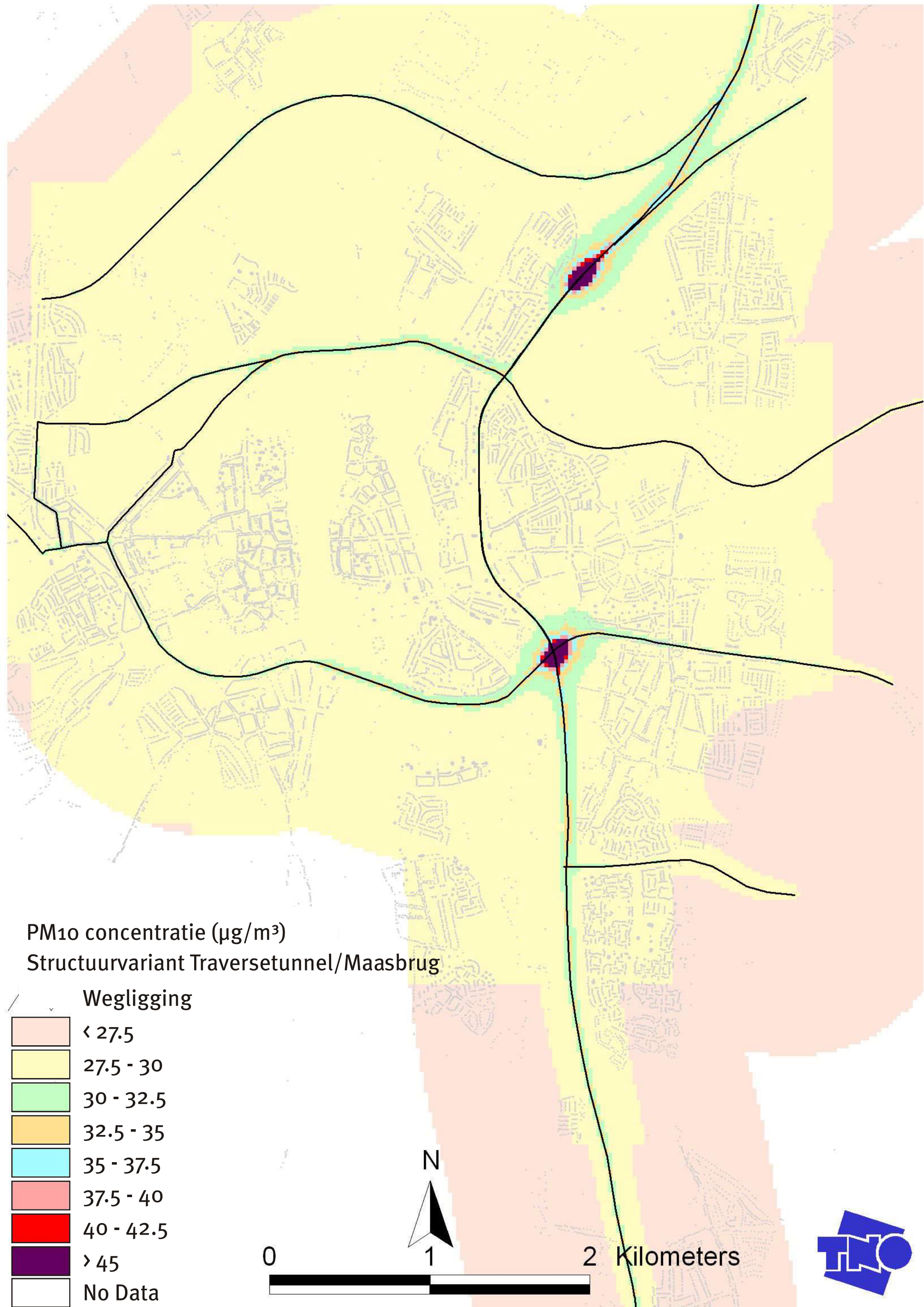
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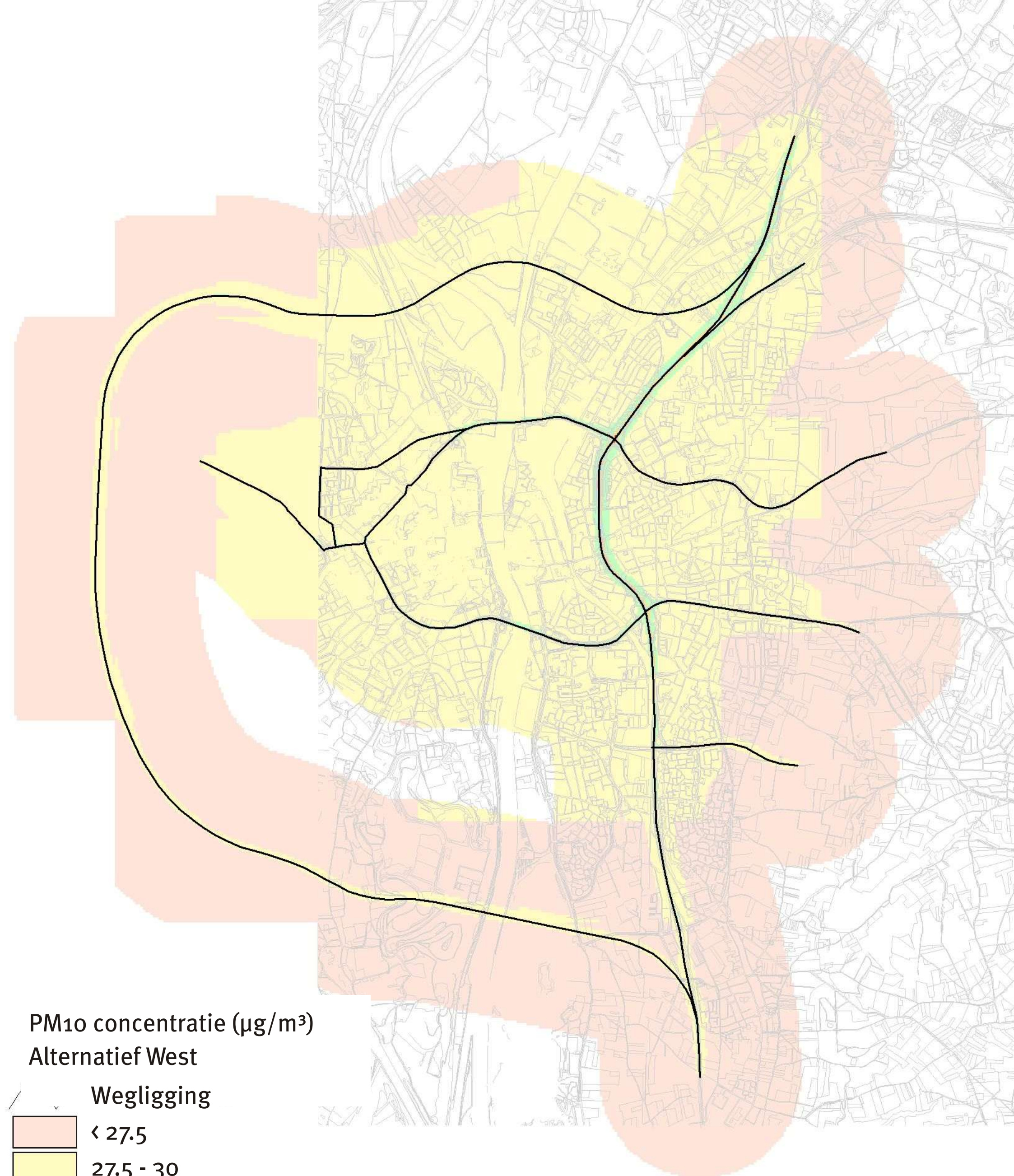
2

Kilometers





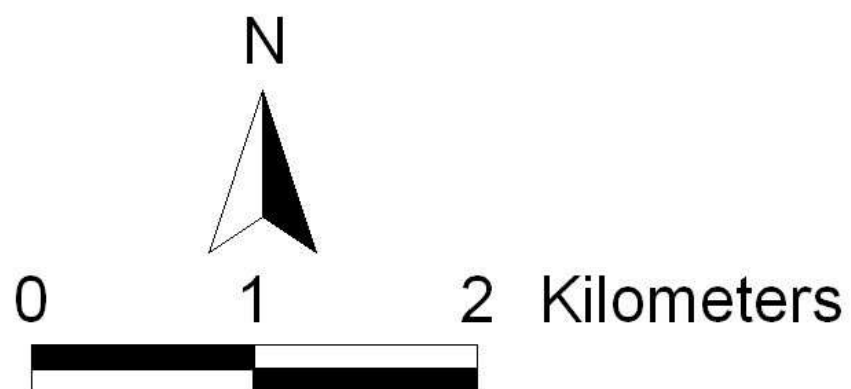


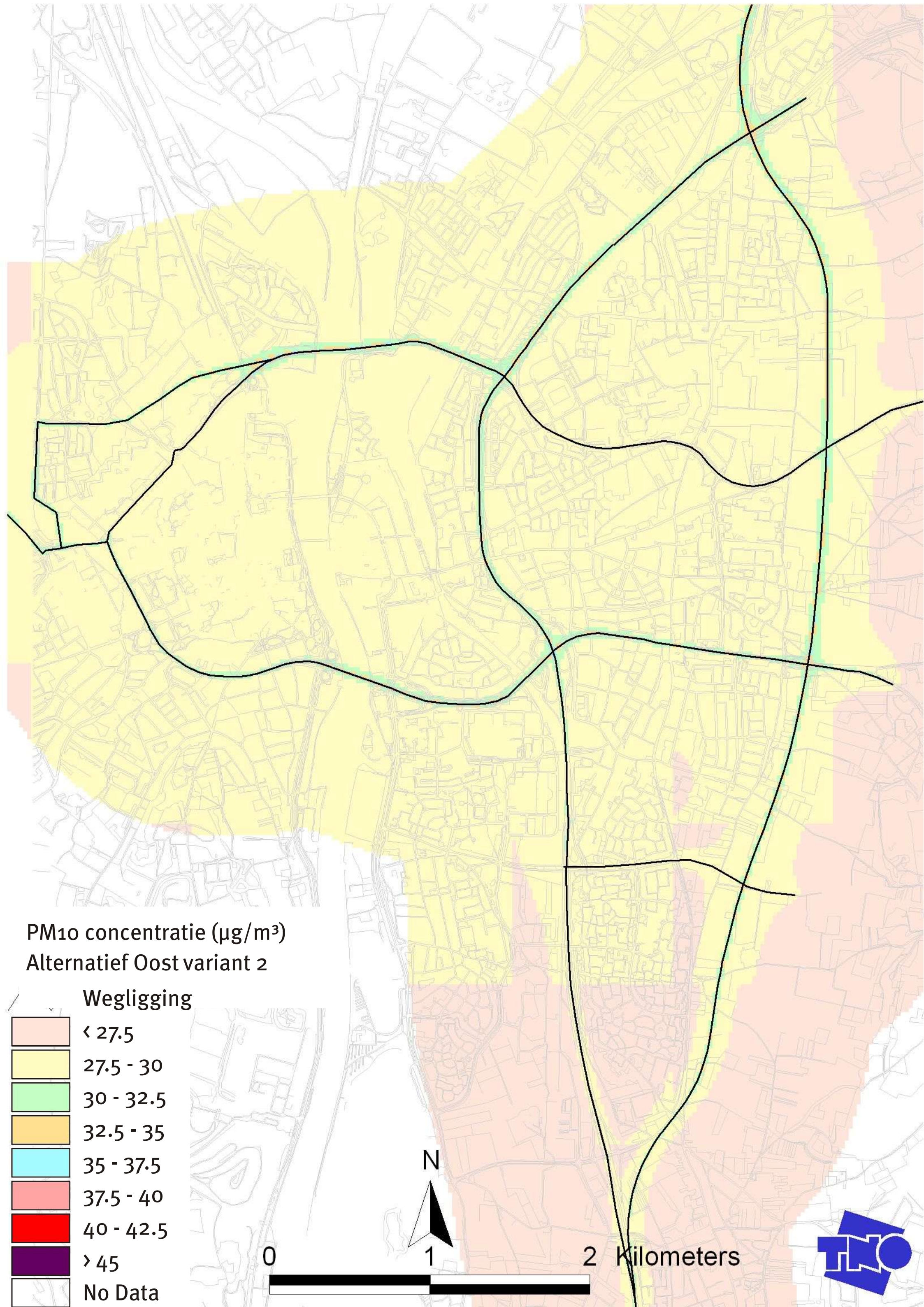


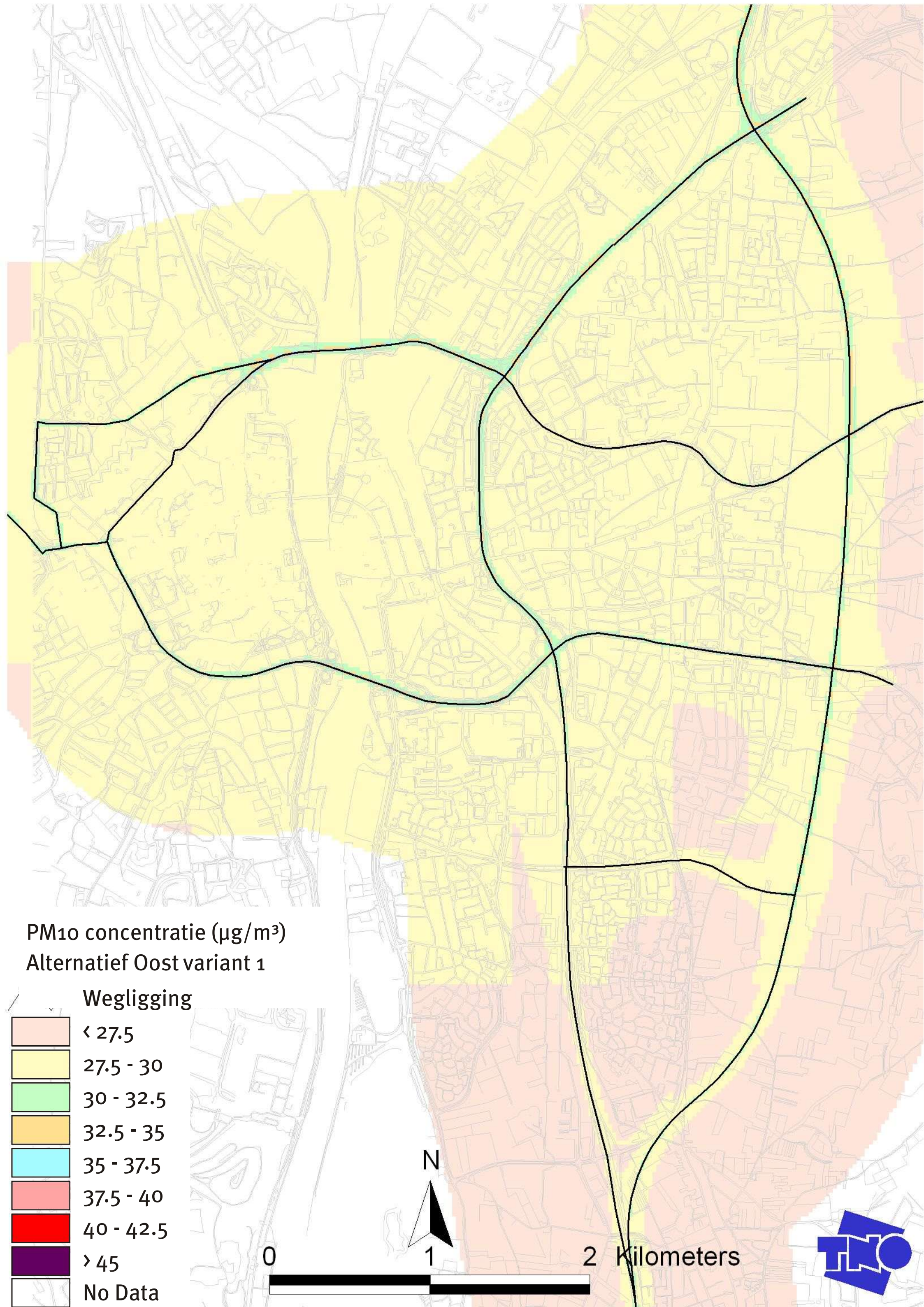
PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )  
Alternatief West

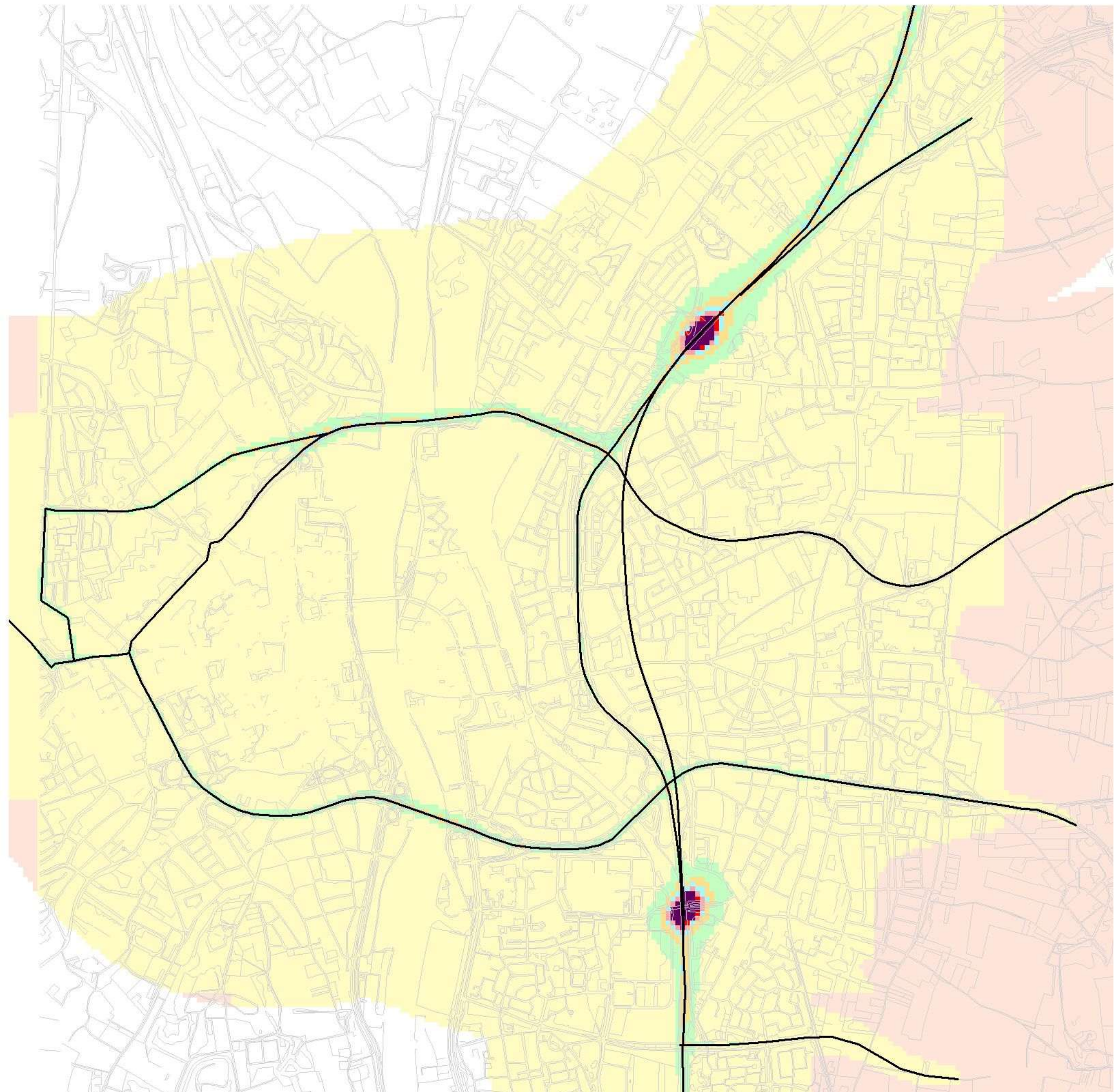
Wegligging

< 27.5  
27.5 - 30  
30 - 32.5  
32.5 - 35  
35 - 37.5  
37.5 - 40  
40 - 42.5  
> 45  
No Data









PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )

Alternatief Traverse variant Boortunnel 2

Wegligging

< 27.5

27.5 - 30

30 - 32.5

32.5 - 35

35 - 37.5

37.5 - 40

40 - 42.5

> 45

No Data

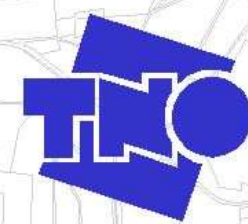
N

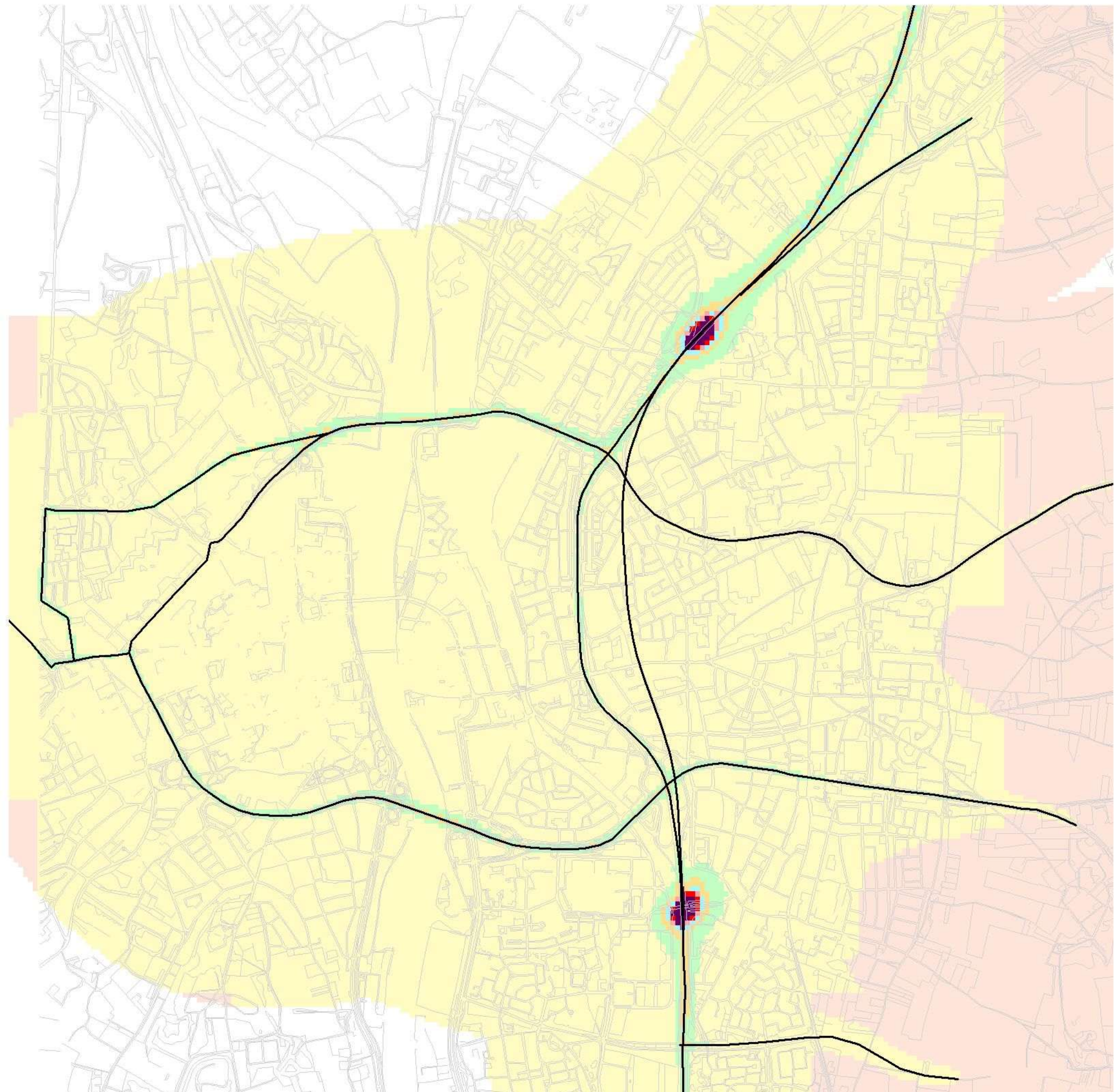
0

1

2

Kilometers





PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )

Alternatief Traverse variant Boortunnel 1

Wegligging

< 27.5

27.5 - 30

30 - 32.5

32.5 - 35

35 - 37.5

37.5 - 40

40 - 42.5

> 45

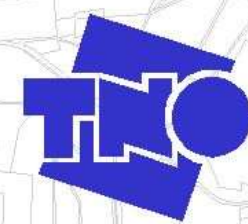
No Data

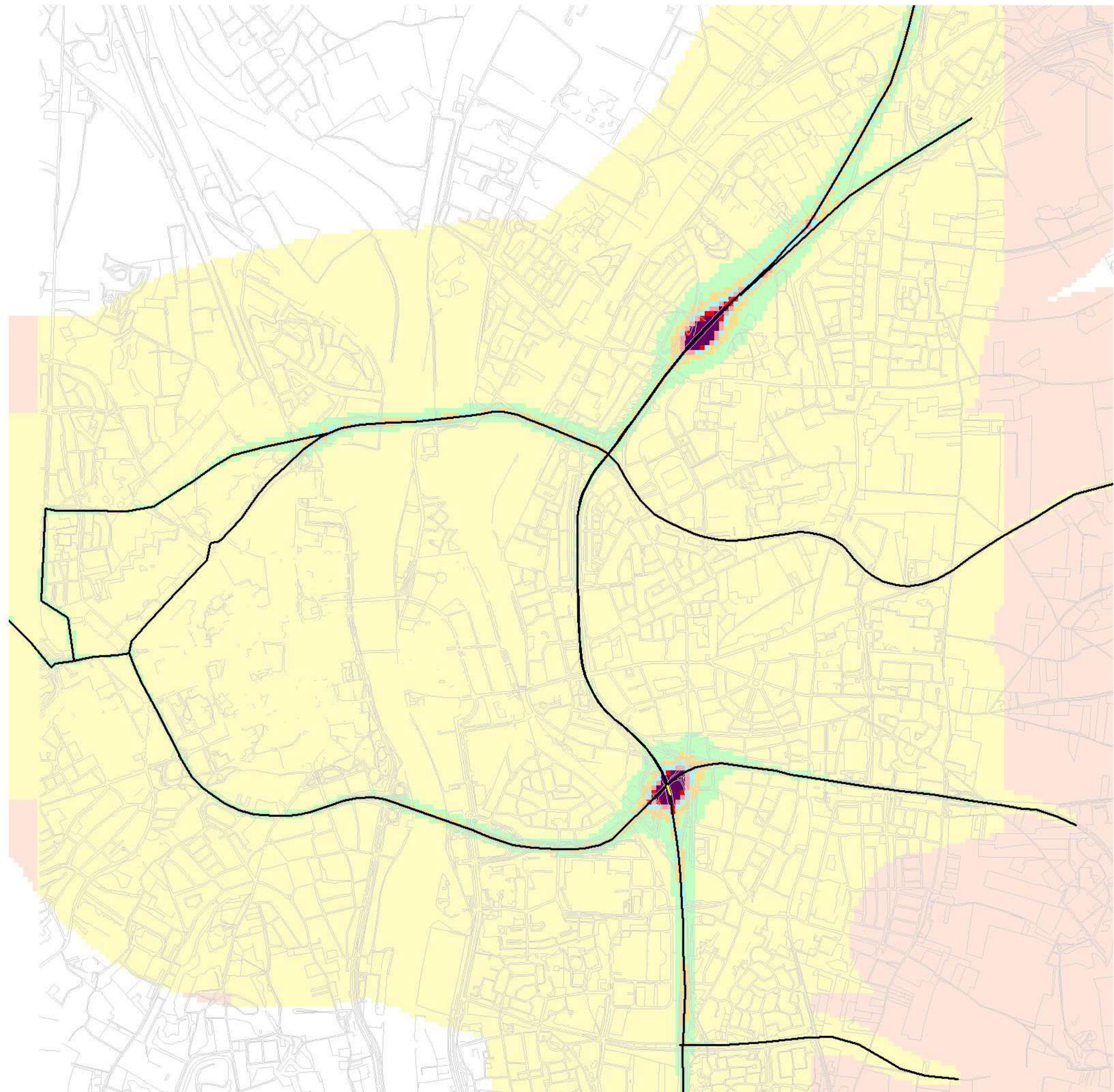
N

0

1

2 Kilometers





PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )

Alternatief Traverse variant Traversetunnel 3

Wegligging

< 27.5

27.5 - 30

30 - 32.5

32.5 - 35

35 - 37.5

37.5 - 40

40 - 42.5

> 45

No Data

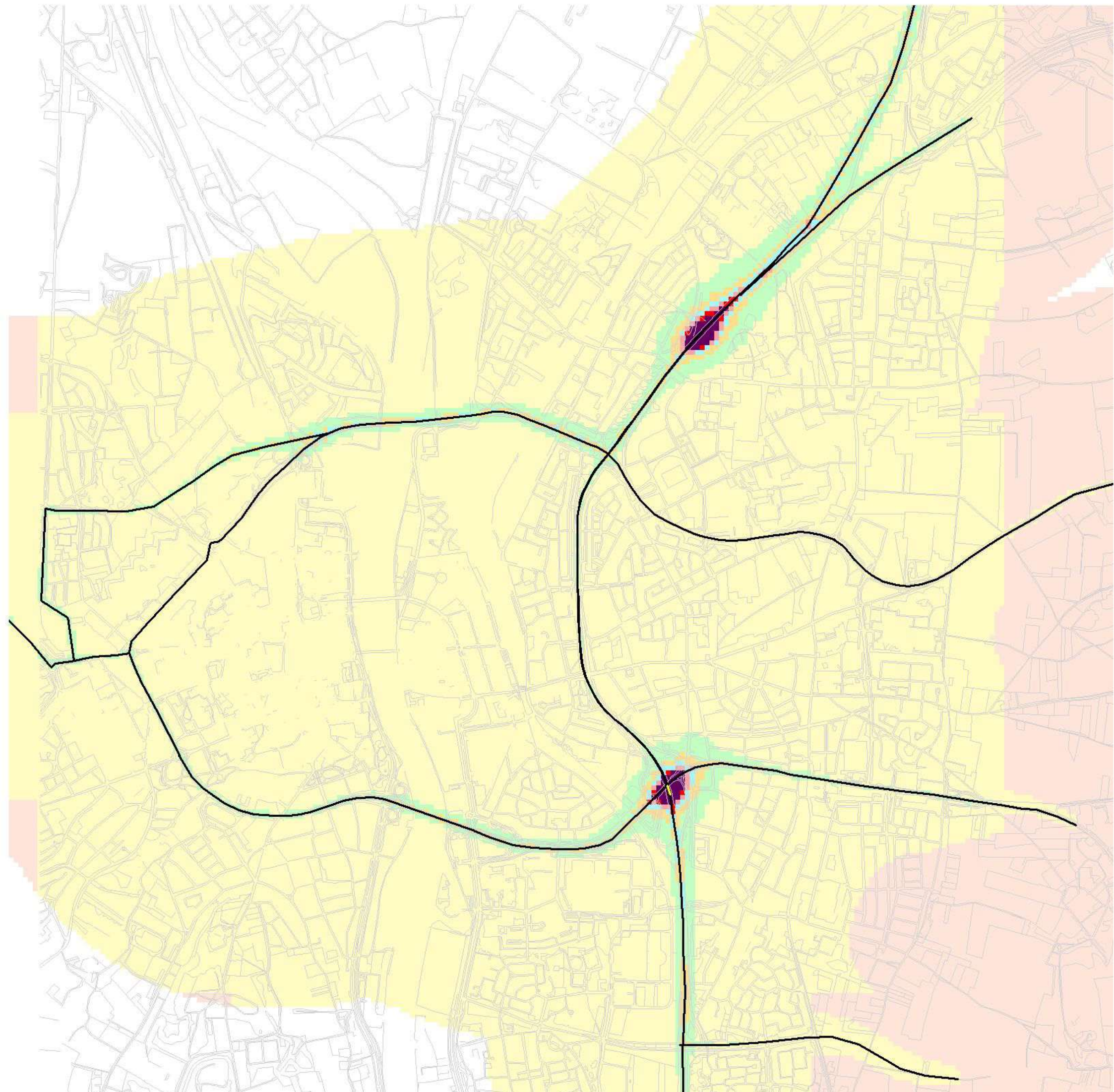
0

1

2 Kilometers

N





PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )

Alternatief Traverse variant Traversetunnel 2

Wegligging

< 27.5

27.5 - 30

30 - 32.5

32.5 - 35

35 - 37.5

37.5 - 40

40 - 42.5

> 45

No Data

N

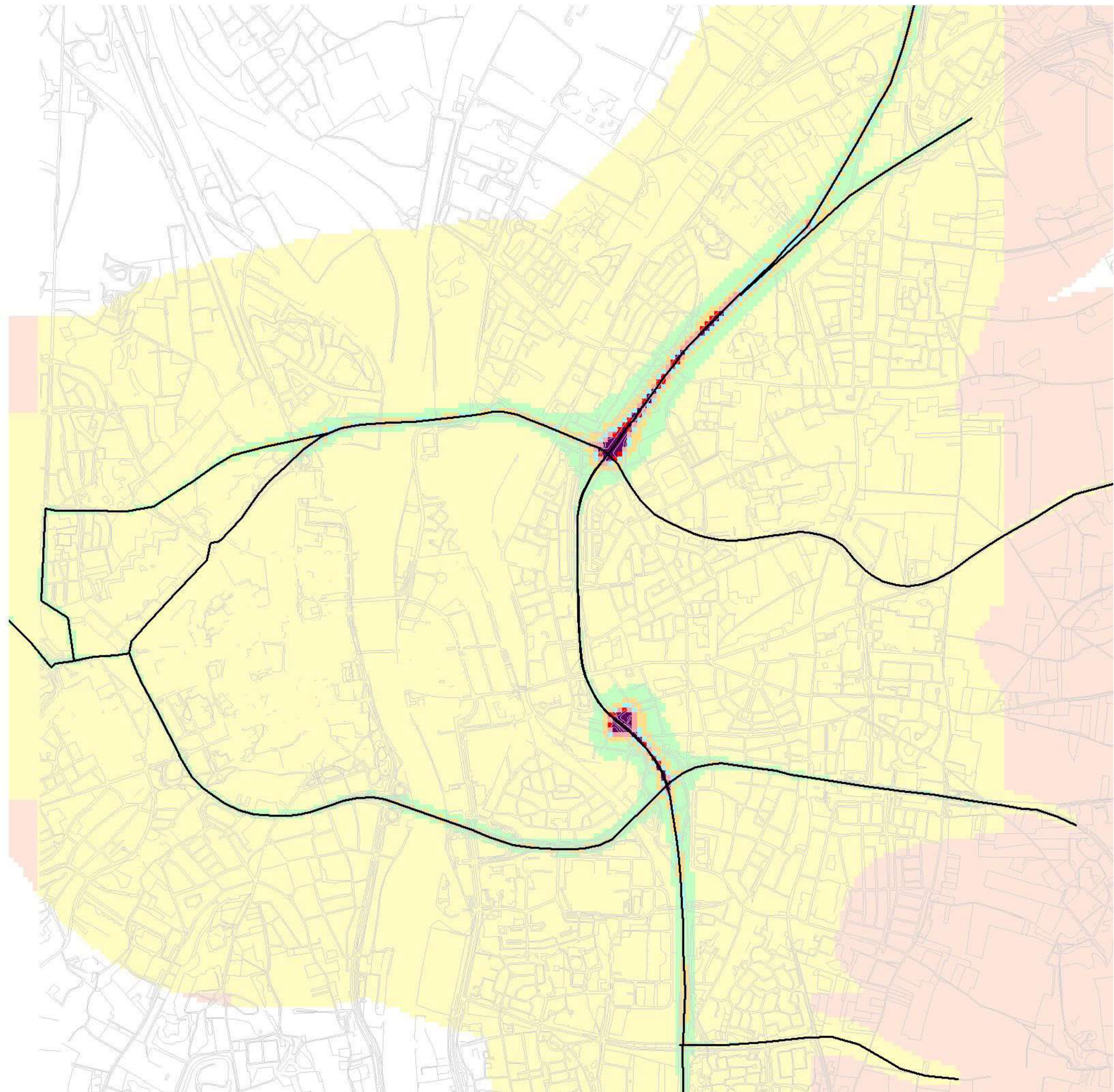
0

1

2

Kilometers





PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )

Alternatief Traverse variant Traversetunnel 1

Wegligging

< 27.5

27.5 - 30

30 - 32.5

32.5 - 35

35 - 37.5

37.5 - 40

40 - 42.5

> 45

No Data

N

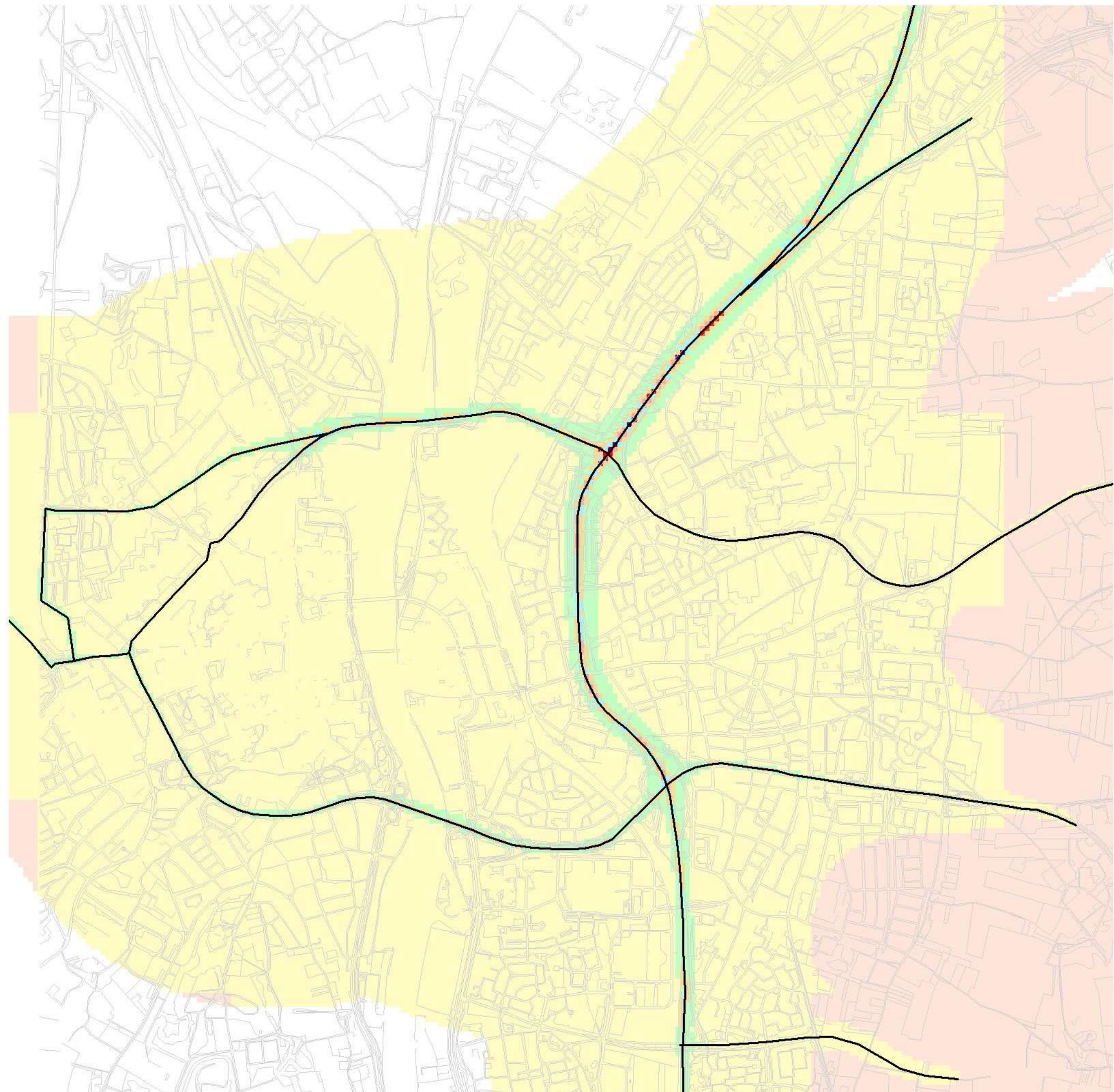
0

1

2

Kilometers

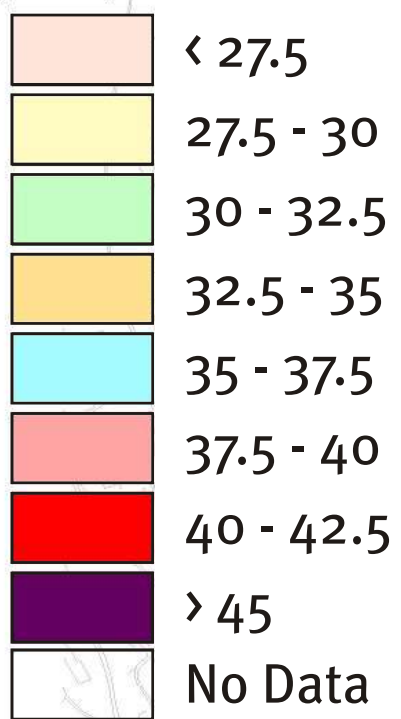




PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )

Alternatief Luik

Wegligging



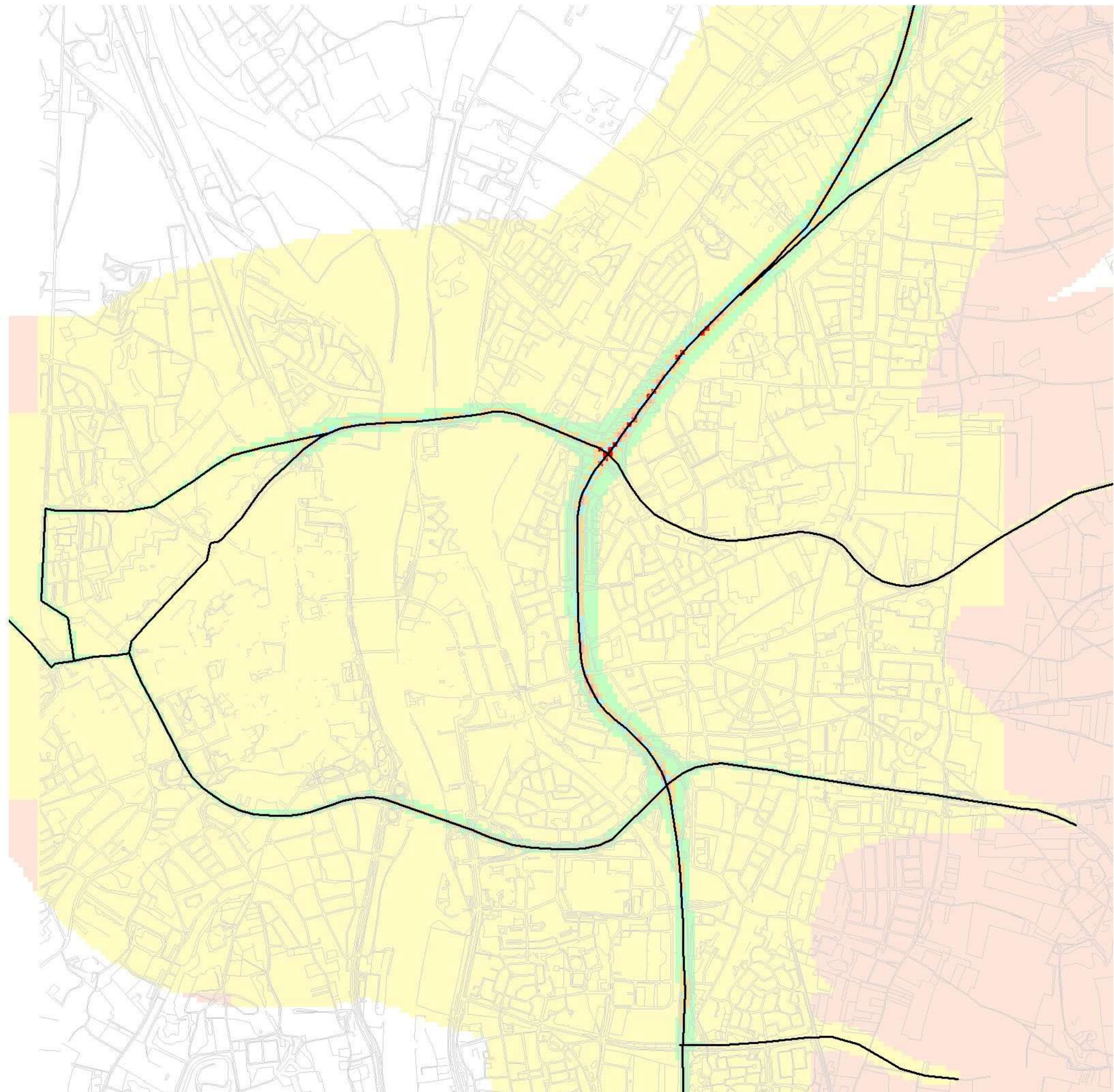
0

1

2 Kilometers

N





PM10 concentratie ( $\mu\text{g}/\text{m}^3$ )  
Autonome ontwikkeling 2020

Wegligging

