



# Noise Assessment Results (PDW Path and Cambridge) I

- Relatively small differences in noise among project variations due to acoustic shielding, shifting road/track alignments, and road gradients
  - Shifting roadway alignments has a small effect at 500 feet or farther away
  - Differences in road gradients has minimal effect on noise
- All project variations will reduce future noise conditions

	<u>Project Compared to No Build</u>	<u>Noise Level Range</u>
– PDW Path:	0 to 3 dB quieter in Throat Area Up to 13 dB quieter by SFR underpass	70 to 78 dBA 64 to 69 dBA
– Magazine Beach:	1 to 2 dB quieter	61 to 67 dBA
– Cambridgeport:	2.5 to 4 dB quieter	52 to 58 dBA
– Riverside :	2 to 3 dB quieter	56 to 67 dBA

# Noise Assessment Results (PDW Path and Cambridge) II



## For all 3 Variations

- Noise exceeds MassDOT NAC along PDW Path and portions of Magazine Beach
- Noise is substantially below MassDOT NAC in Cambridgeport
- Noise exceeds MassDOT NAC at a few upper floor receptors on Memorial Drive near Riverside



# Noise Assessment Results (PDW Path and Cambridge)



- Noise abatement was evaluated since noise levels exceed the NAC even though project will decrease future noise conditions
  - Barriers on north side of SFR and/or I-90
- MassDOT criteria for recommending noise barriers considers safety, engineering, acoustical and cost effectiveness index (CEI)
  - Barriers along SFR not feasible from a safety/engineering perspective due to requirements for snow removal, maintenance, and egress from PDW Path
- Barrier CEIs are substantially higher than MassDOT criterion for all project variations and therefore not recommended for construction