

Traffic noise impacts occur when:

- Modeled future traffic noise levels are within 1 dB(A)*, or exceed the Noise Abatement Criteria (67 dB(A) for residential, parks, schools, hospitals and places of worship).
- Modeled future traffic noise levels exceed modeled existing levels by 6 dB(A) or more.

*Measurements in dB(A) are decibel scale readings that have been adjusted to take into account the varying sensitivity of the human ear to different frequencies of sound.



Viaduct Alternative

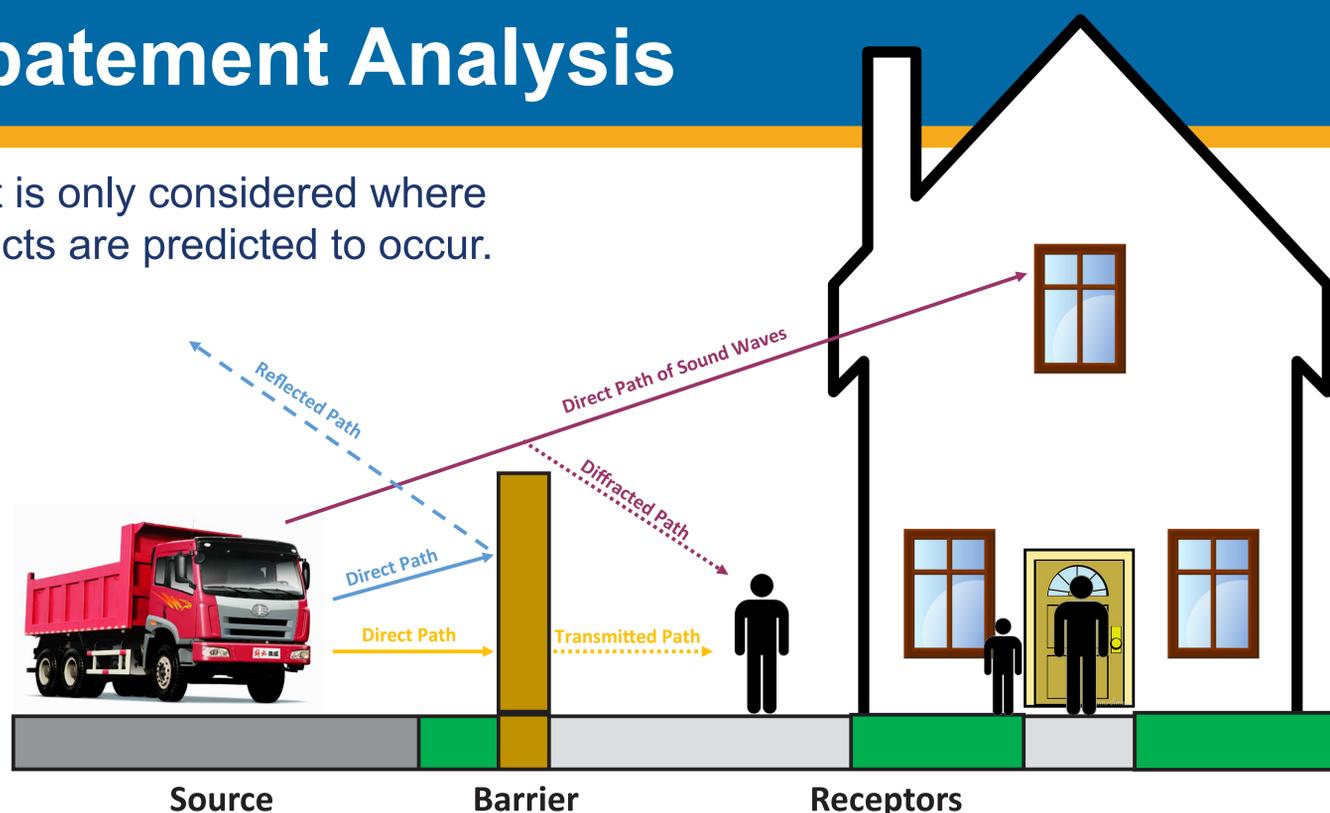
- Traffic noise impacts were predicted at 1,196 receptors.

Community Grid Alternative

- Traffic noise impacts were predicted at 996 receptors.

Noise Abatement Analysis

Noise abatement is only considered where traffic noise impacts are predicted to occur.



Viaduct Alternative

- 36 noise barriers were analyzed.
- 15 noise barriers would be feasible and reasonable (pending viewpoints of benefited receptors).
With these 15 noise barriers in place:
 - The number of impacted receptors would decrease from 1,196 to 823.
 - 787 receptors would be "benefited" (receive at least a 5-dB(A) noise reduction).

Community Grid Alternative

- 37 noise barriers were analyzed.
- 15 noise barriers would be feasible and reasonable (pending viewpoints of benefited receptors).
With these 15 noise barriers in place:
 - The number of impacted receptors would decrease from 996 to 712.
 - 622 receptors would be "benefited" (receive at least a 5-dB(A) noise reduction).

The noise analysis was conducted in accordance with the NYSDOT Noise Policy and FHWA highway noise regulations (23 CFR 772).