

A noise analysis was conducted for the I-81 Viaduct Project in accordance with the NYSDOT Noise Policy and FHWA highway noise regulations (23 CFR 772)

- **STEP 1:** Identified land uses and noise receivers
- **STEP 2:** Measured and modeled existing traffic noise levels
- **STEP 3:** Modeled future traffic noise levels with and without the Project at ~2,250 receivers
- **STEP 4:** 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
- **STEP 5:** Considered noise abatement measures where impacts were identified

Proposed Noise Barriers

- Block the direct path of sound waves from the highway (source) to adjacent residences (receptors)
- Effectiveness considerations: distance between the source and the receptors, topography, and intervening features such as buildings

