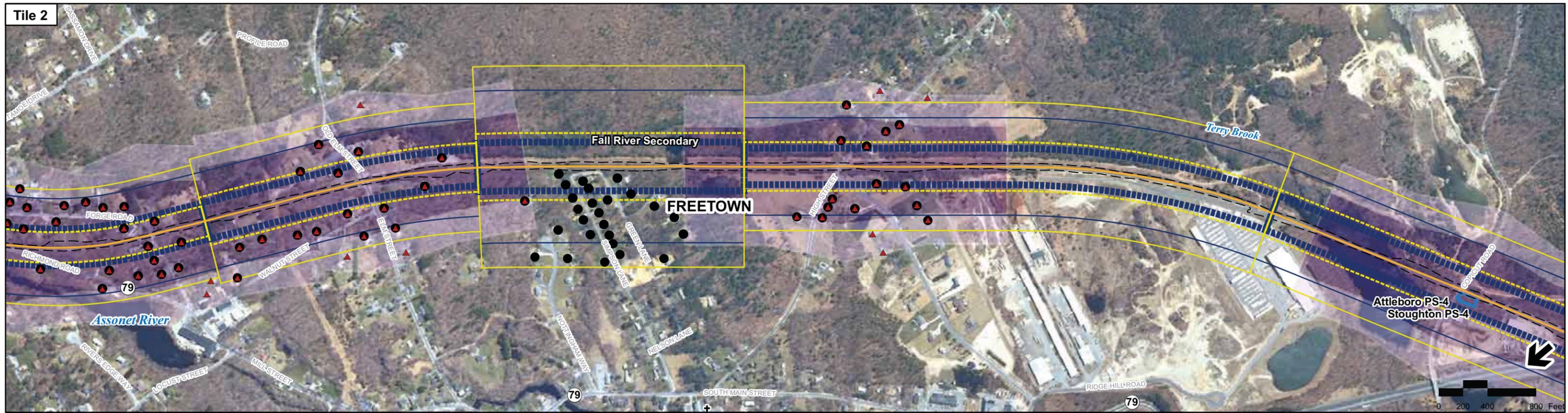
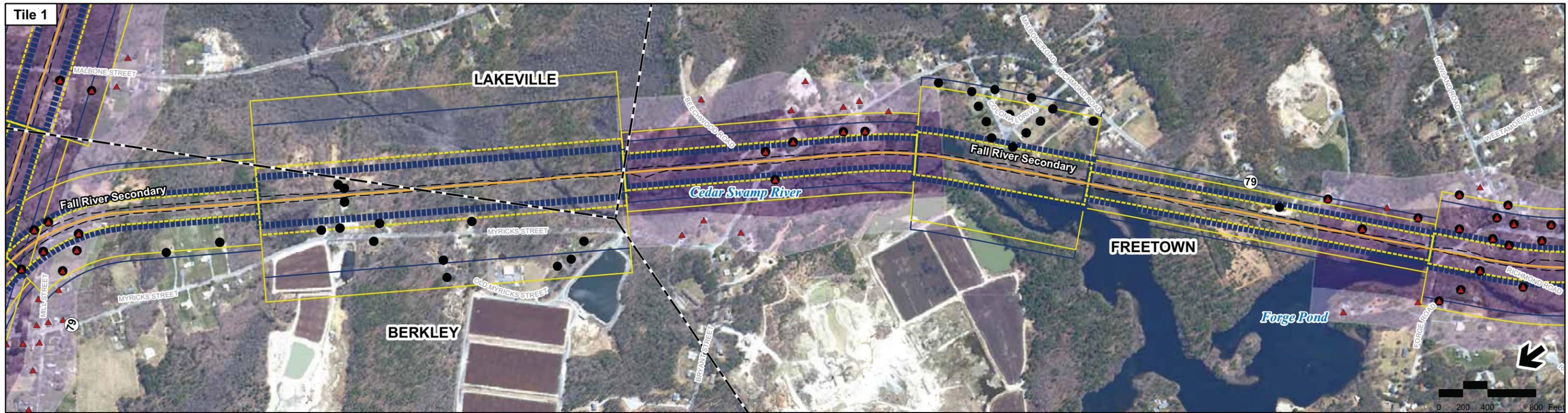


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0 4 8 Miles

Figure 4.6-1  
Noise Monitoring Locations



**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚡ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

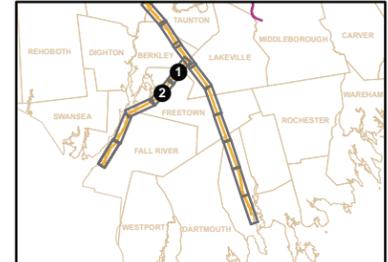
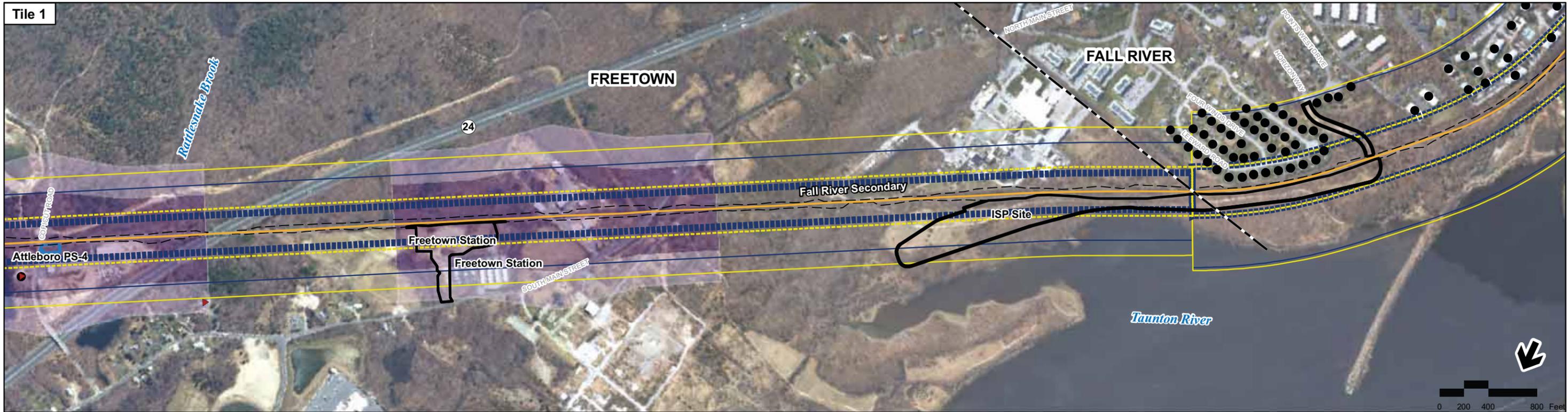


Figure 4.6-4a  
All Rail Alternatives -  
Fall River Secondary  
Noise Impacts

Printing Date: 6/23/2009  
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Printing Date: 6/23/2009  
 File: \\msb01s\projects\Phase2\TechR\reports\Noise\ECA\Fall\_River\_Noise\FallRiver\_Page2.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚡ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▭ Electric Severe Impact
- ▭ Diesel Severe Impact
- ▭ Electric Impact
- ▭ Diesel Impact
- ▭ Horn Impact
- ▭ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**



Figure 4.6-4b  
 All Rail Alternatives -  
 Fall River Secondary  
 Noise Impacts



Printing Date: 6/23/2009  
 File: \\mabos\projects\101111\GIS\project\Phase2\TechReports\Noise\EC\Rail\_Noise\_FallRiver\_Page3.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚡ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

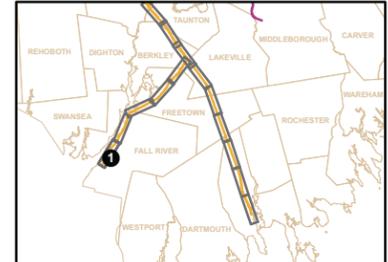
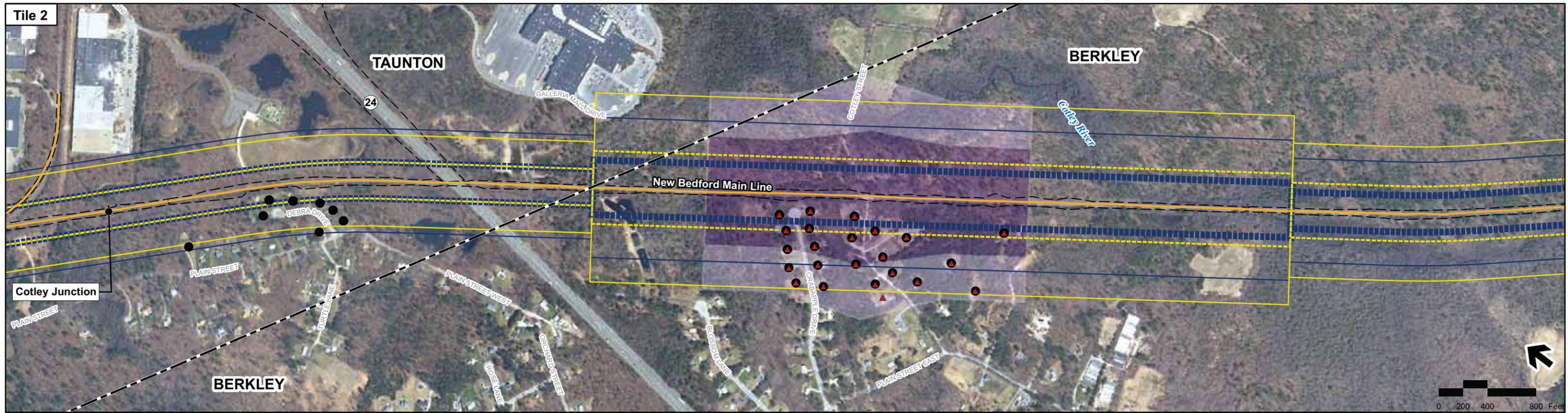
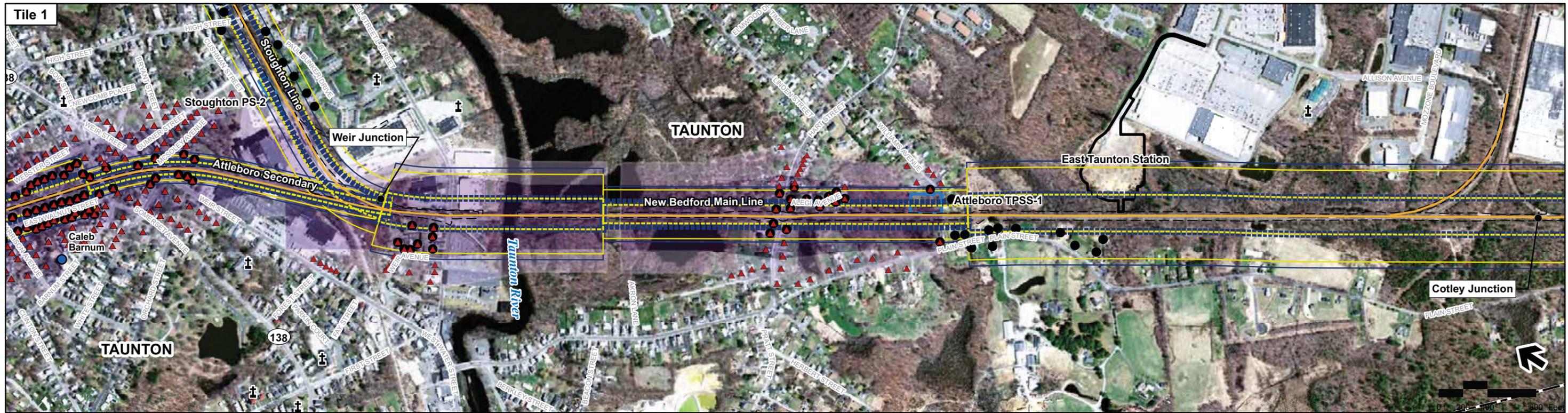


Figure 4.6-4c  
 All Rail Alternatives -  
 Fall River Secondary  
 Noise Impacts



Printing Date: 6/23/2009  
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**Legend**

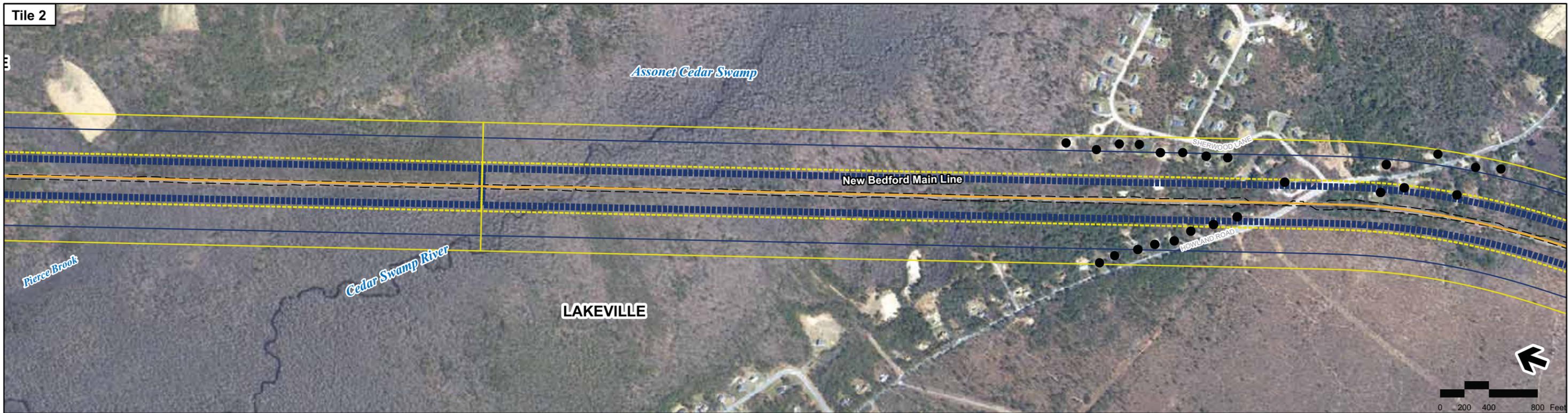
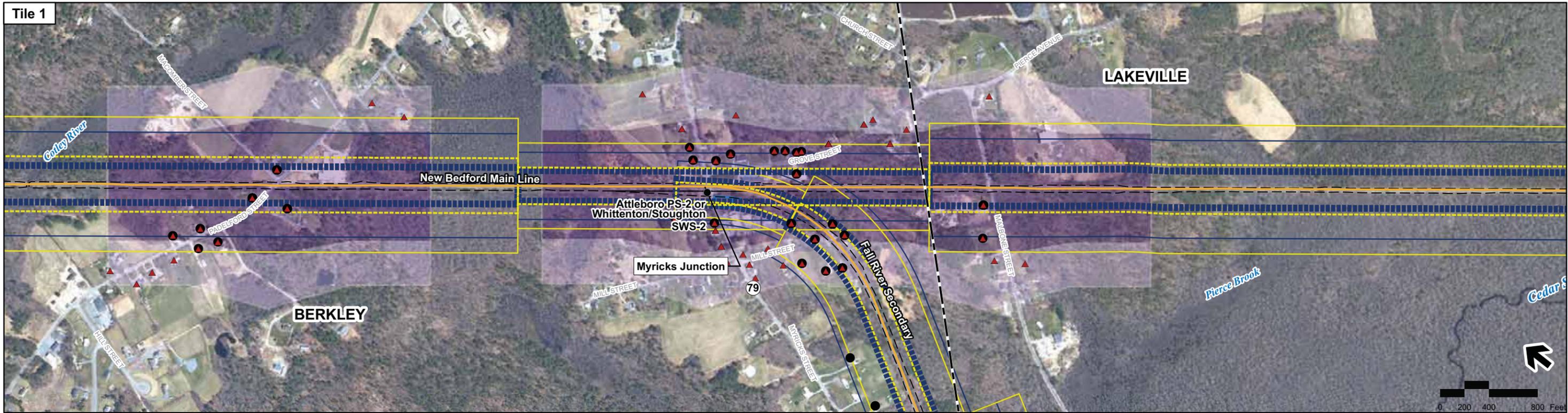
- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚡ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**



Figure 4.6-5a  
 All Rail Alternatives -  
 New Bedford Main Line  
 Noise Impacts



Printing Date: 6/23/2009  
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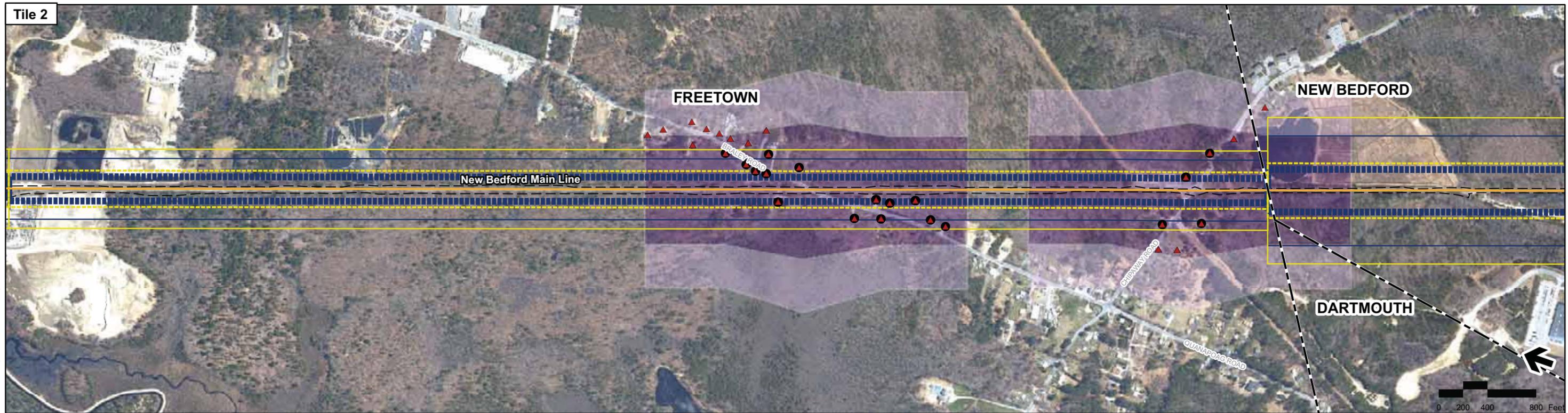
- |                              |   |                           |
|------------------------------|---|---------------------------|
| ○ MBTA Commuter Rail Station | — Proposed Alternative Alignment              | ● Schools                 |
| — MBTA Commuter Rail         | ▭ Limit of Work for Proposed Station          | ▲ Residential Horn Impact |
| --- Town Boundaries          | ▭ Limit of Permanent Impact for Proposed Rail | ● Residential Impact      |
|                              | ▭ Traction Power Station*                     | ▨ Electric Severe Impact  |
|                              | ⚓ Places of Worship                           | ▨ Diesel Severe Impact    |
|                              |   | ▨ Electric Impact         |
|                              |   | ▨ Diesel Impact           |
|                              |   | ▨ Horn Impact             |
|                              |   | ▨ Horn Severe Impact      |

\* Traction power stations are only required for electric rail alternative

**Index Map**



Figure 4.6-5b  
 All Rail Alternatives -  
 New Bedford Main Line  
 Noise Impacts



Printing Date: 6/23/2009  
 File: \\mabos\projects\10111\GIS\project\Phase2\TechReports\Noise\EC\Rail\_Noise\_NewBedford\_Page3.mxd

**Legend**

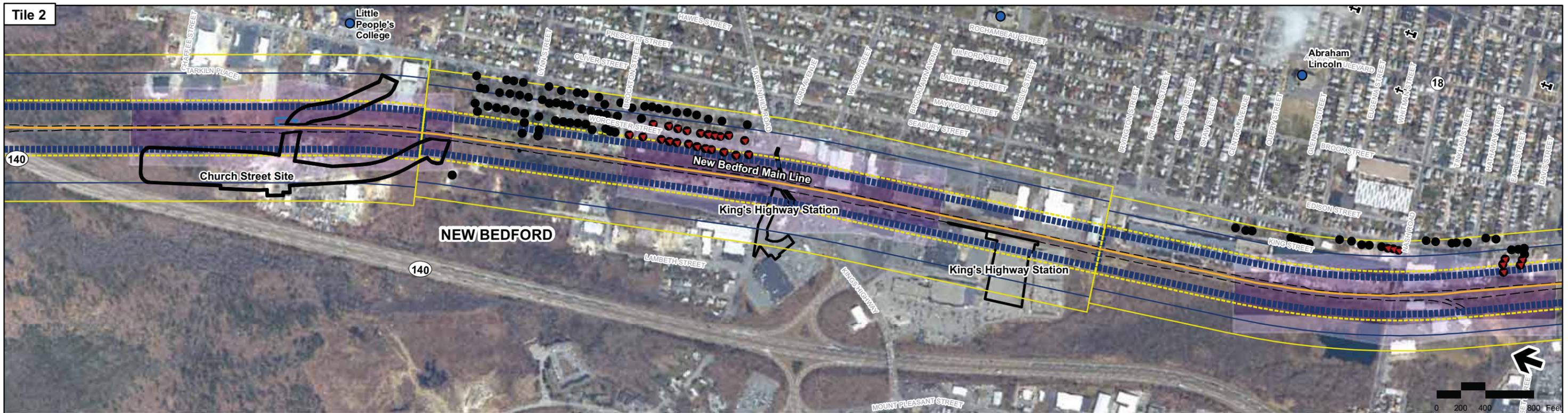
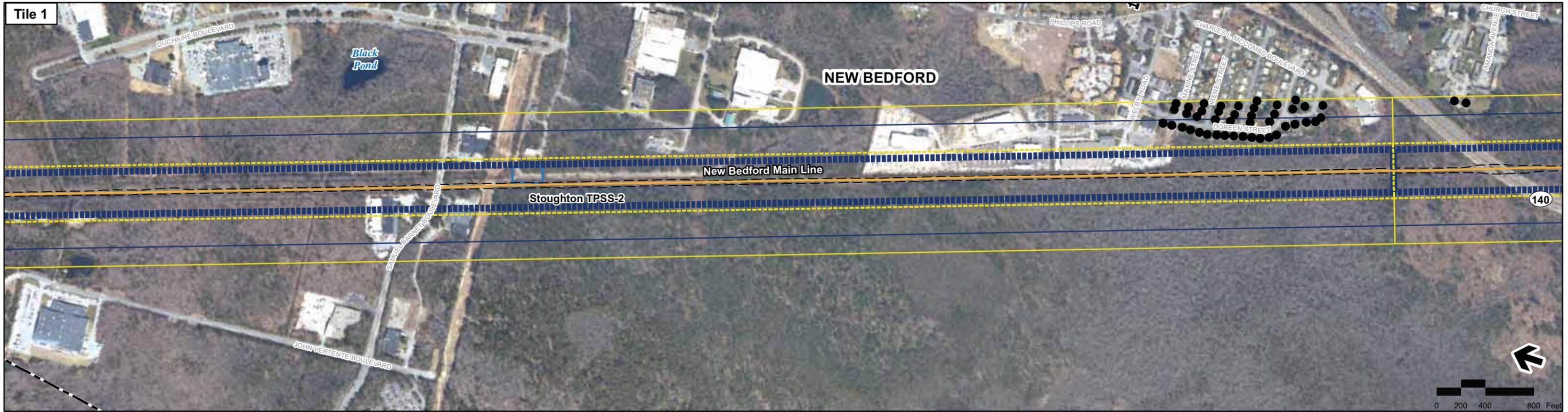
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|------------------------------|---|---------------------------|
| ○ MBTA Commuter Rail Station | — Proposed Alternative Alignment              | ● Schools                 |
| — MBTA Commuter Rail         | ▭ Limit of Work for Proposed Station          | ▲ Residential Horn Impact |
| --- Town Boundaries          | ▭ Limit of Permanent Impact for Proposed Rail | ● Residential Impact      |
|                              | ▭ Traction Power Station*                     | ▨ Electric Severe Impact  |
|                              | ⚡ Places of Worship                           | ▨ Diesel Severe Impact    |
|                              |   | ▨ Electric Impact         |
|                              |   | ▨ Diesel Impact           |
|                              |   | ▨ Horn Impact             |
|                              |   | ▨ Horn Severe Impact      |

\* Traction power stations are only required for electric rail alternative

**Index Map**



Figure 4.6-5c  
 All Rail Alternatives -  
 New Bedford Main Line  
 Noise Impacts



Printing Date: 6/23/2019  
 File: \\msb01s\projects\Phase2\TechR\reports\Noise\ECA\Rail\_Noise\_NewBedford\_Page4.mxd

**Legend**

- |                              |   |                           |
|------------------------------|---|---------------------------|
| ○ MBTA Commuter Rail Station | — Proposed Alternative Alignment              | ● Schools                 |
| — MBTA Commuter Rail         | ▭ Limit of Work for Proposed Station          | ▲ Residential Horn Impact |
| --- Town Boundaries          | ▭ Limit of Permanent Impact for Proposed Rail | ● Residential Impact      |
|                              | ▭ Traction Power Station*                     | ▨ Electric Severe Impact  |
|                              | ⚓ Places of Worship                           | ▨ Diesel Severe Impact    |
|                              |   | ▨ Electric Impact         |
|                              |   | ▨ Diesel Impact           |
|                              |   | ▨ Horn Impact             |
|                              |   | ▨ Horn Severe Impact      |

\* Traction power stations are only required for electric rail alternative

**Index Map**

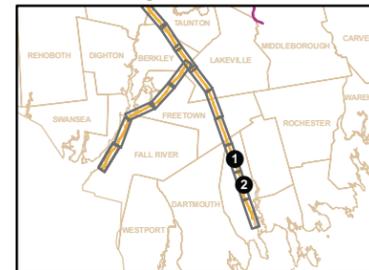


Figure 4.6-5d  
 All Rail Alternatives -  
 New Bedford Main Line  
 Noise Impacts



Printing Date: 6/23/2019  
 File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\Noise\EC\AllRail\_Noise\_NewBedford\_Page5.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚡ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▭ Electric Severe Impact
- ▭ Diesel Severe Impact
- ▭ Electric Impact
- ▭ Diesel Impact
- ▭ Horn Impact
- ▭ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

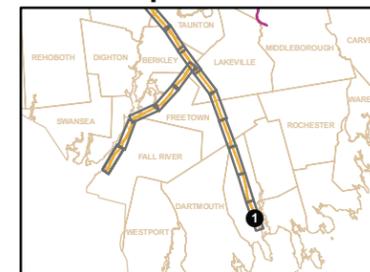
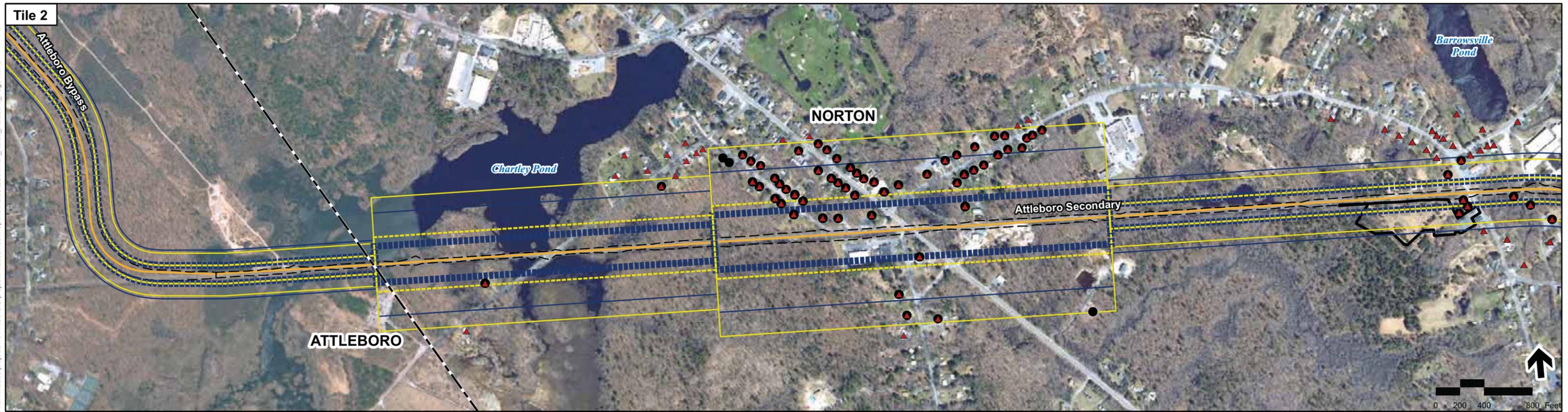
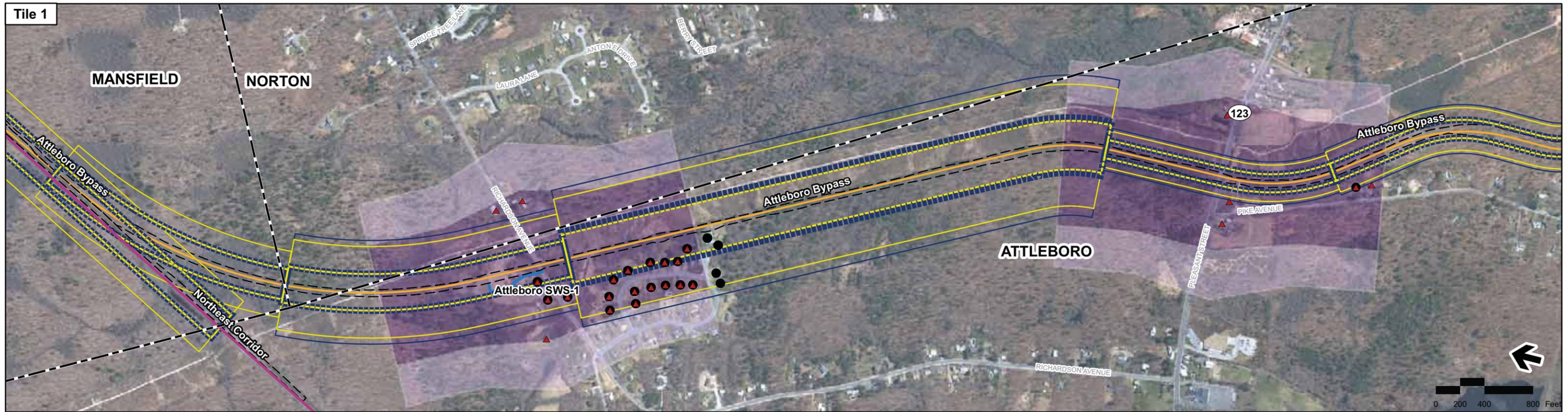


Figure 4.6-5e  
 All Rail Alternatives -  
 New Bedford Main Line  
 Noise Impacts



Printing Date: 6/23/2009  
 File: \\mbas\projects\101111.00\GIS\project\Phase2\TechReports\Noise\ECVA\Rail\_Noise\_Attleboro\_Page1.mxd

**Legend**

- |                              |   |                           |
|------------------------------|---|---------------------------|
| ○ MBTA Commuter Rail Station | — Proposed Alternative Alignment              | ● Schools                 |
| — MBTA Commuter Rail         | ▭ Limit of Work for Proposed Station          | ▲ Residential Horn Impact |
| - - - Town Boundaries        | ▭ Limit of Permanent Impact for Proposed Rail | ● Residential Impact      |
|                              | ▭ Traction Power Station*                     | ▨ Electric Severe Impact  |
|                              | ⚓ Places of Worship                           | ▨ Diesel Severe Impact    |
|                              |   | ▨ Electric Impact         |
|                              |   | ▨ Diesel Impact           |
|                              |   | ▨ Horn Impact             |
|                              |   | ▨ Horn Severe Impact      |

\* Traction power stations are only required for electric rail alternative

**Index Map**

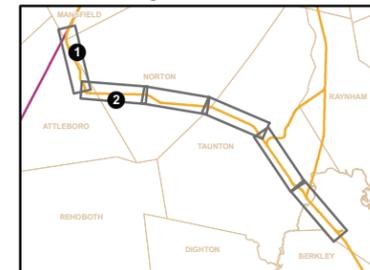
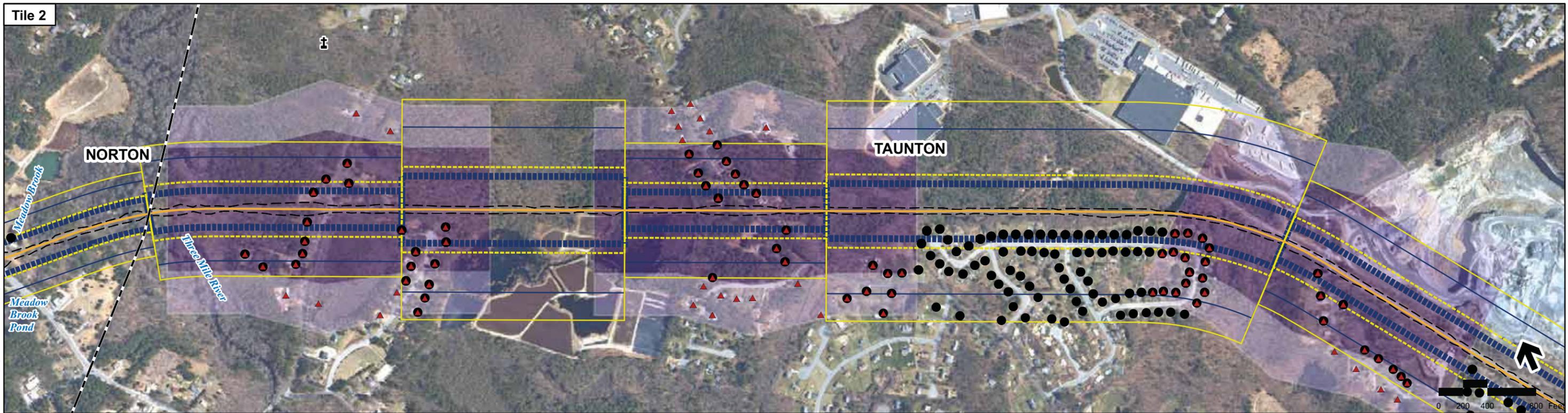
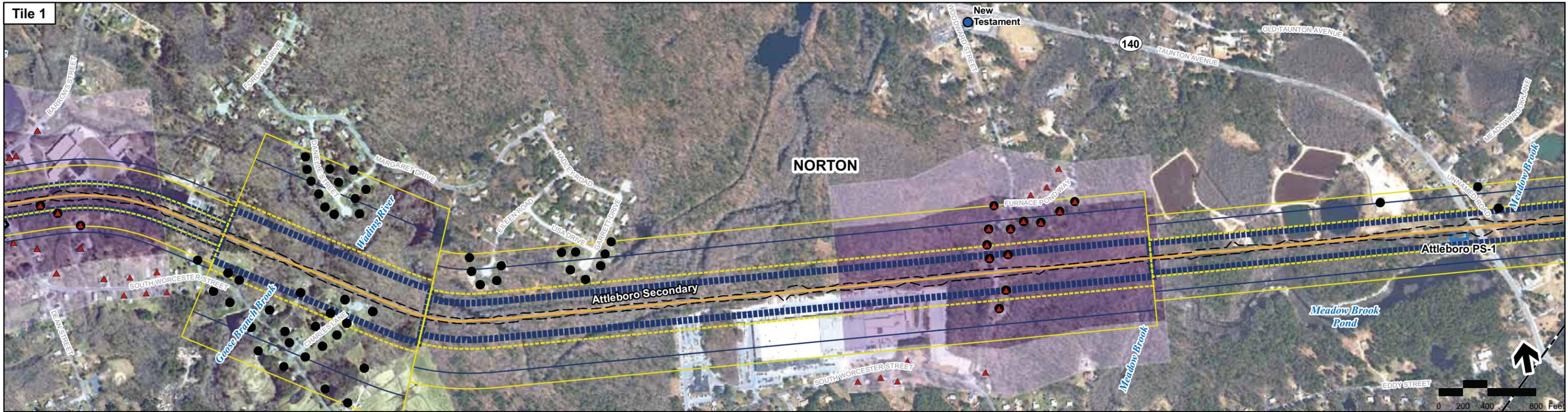


Figure 4.6-6a  
 Attleboro Alternative -  
 Attleboro Bypass & Attleboro Secondary  
 Noise Impact



Printing Date: 6/23/2009  
 File: \\mbas\projects\101111\GIS\project\Phase2\TechReports\Noise\ECVA\Rail\_Noise\_Attleboro\_Page2.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- † Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

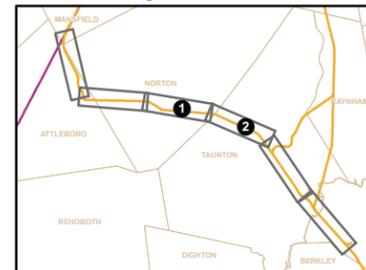
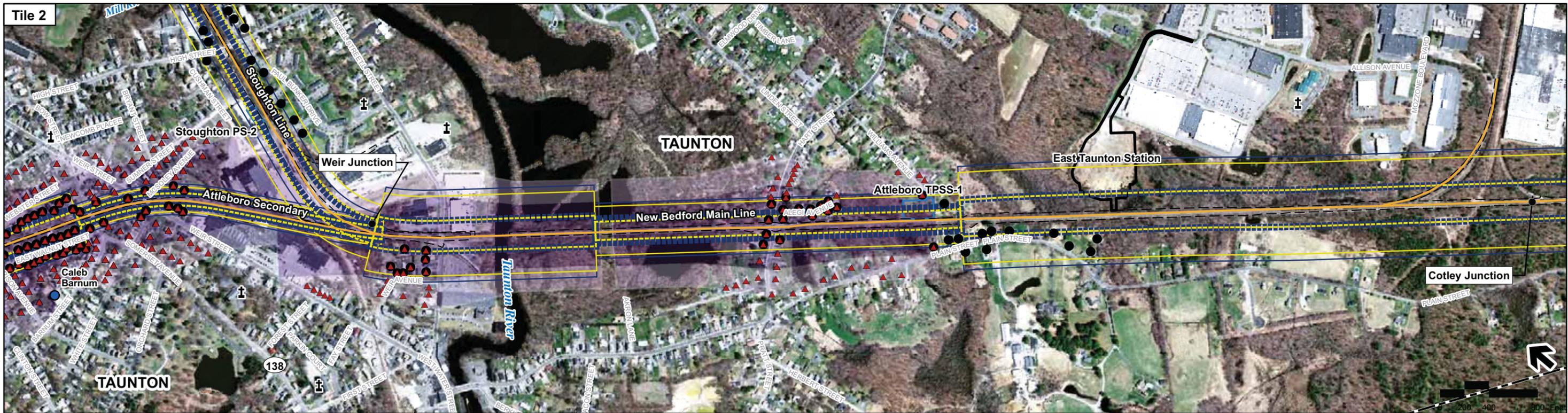
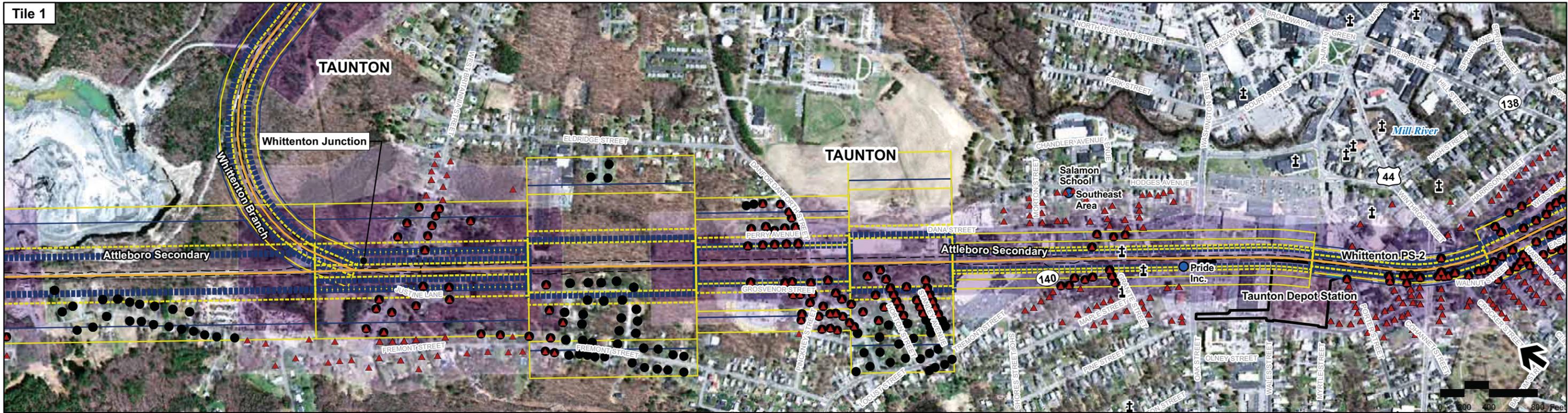


Figure 4.6-6b  
 Attleboro Alternative -  
 Attleboro Bypass & Attleboro Secondary  
 Noise Impact



Printing Date: 6/23/2009  
 File: \\mbta\proj\proj\Phase2\TechReports\Noise\ECVA\Rail\_Noise\_Attleboro\_Page3.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚡ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

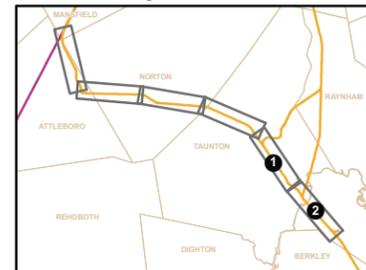


Figure 4.6-6c  
 Attleboro Alternative -  
 Attleboro Bypass & Attleboro Secondary  
 Noise Impact



Printing Date: 6/23/2009  
 File: \\mabos\projects\10111\GIS\project\Phase2\TechReports\Noise\EC\Noise\_Stoughton\_Page1.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- † Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

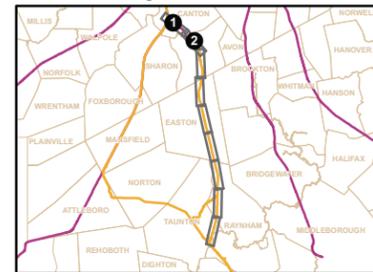


Figure 4.6-7a  
 Stoughton Alternative -  
 Stoughton Line  
 Noise Impacts



Printing Date: 6/23/2009  
 File: \\mabos\projects\Phase2\TechReports\Noise\EC\Noise\_Stoughton\_Page2.mxd

**Legend**

- |                              |   |                           |
|------------------------------|---|---------------------------|
| ○ MBTA Commuter Rail Station | — Proposed Alternative Alignment              | ● Schools                 |
| — MBTA Commuter Rail         | ▭ Limit of Work for Proposed Station          | ▲ Residential Horn Impact |
| - - Town Boundaries          | ▭ Limit of Permanent Impact for Proposed Rail | ● Residential Impact      |
| ▭ Traction Power Station*    | ▭ Electric Severe Impact                      | ▭ Diesel Severe Impact    |
| ⚡ Places of Worship          | ▭ Electric Impact                             | ▭ Diesel Impact           |
|                              | ▭ Horn Impact                                 | ▭ Horn Severe Impact      |

\* Traction power stations are only required for electric rail alternative

**Index Map**

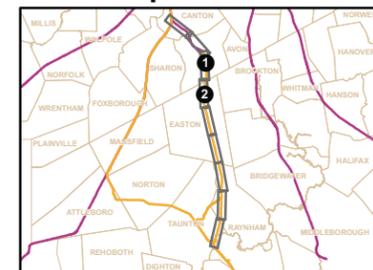
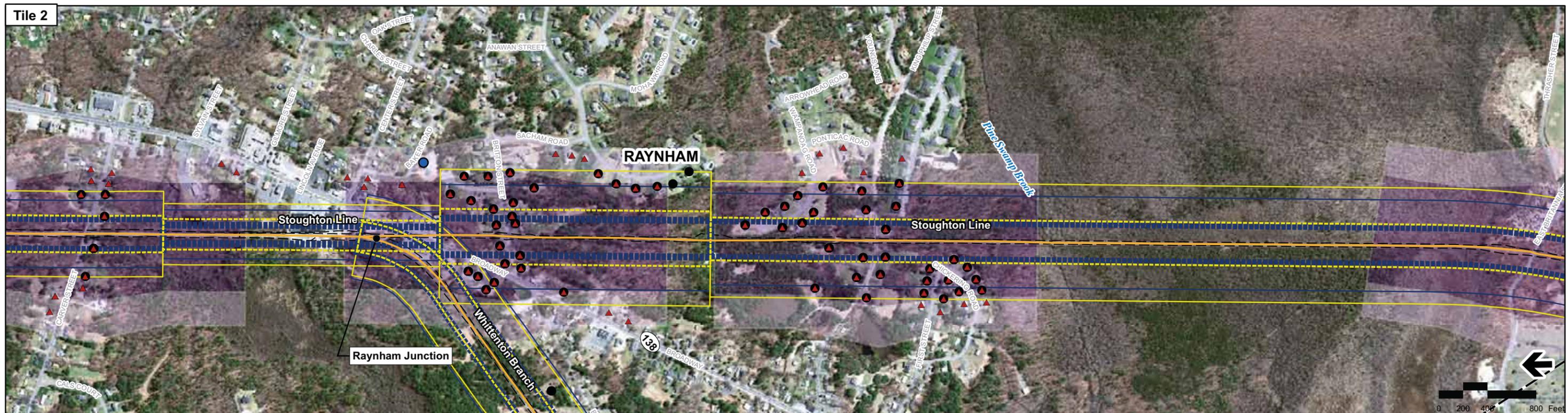
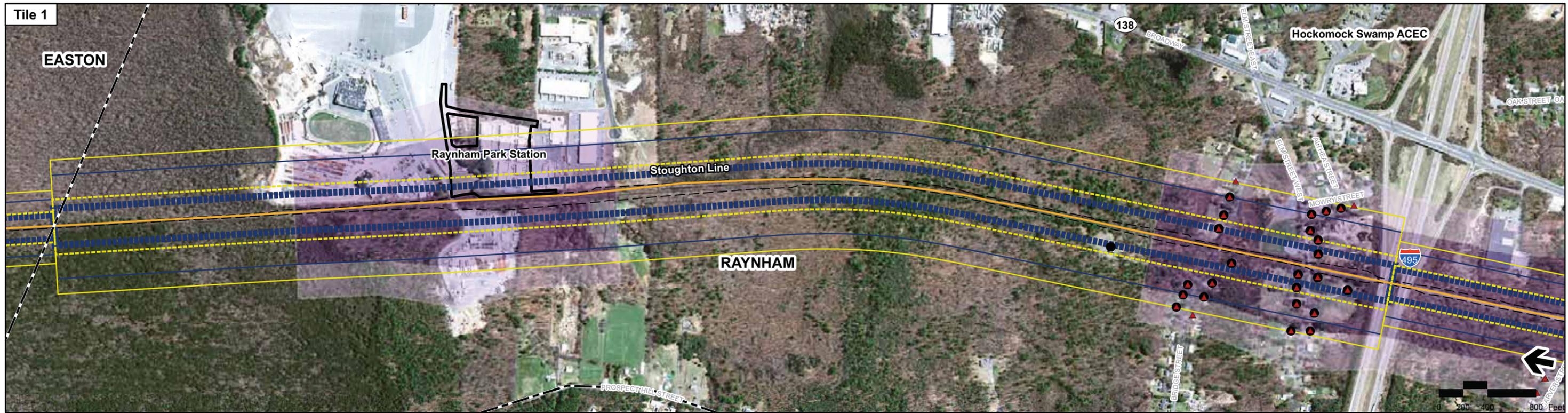


Figure 4.6-7b  
 Stoughton Alternative -  
 Stoughton Line  
 Noise Impacts





Printing Date: 6/23/2009  
 File: \\mabos\projects\Phase2\TechReports\Noise\EC\Noise\_Stoughton\_Page4.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚓ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

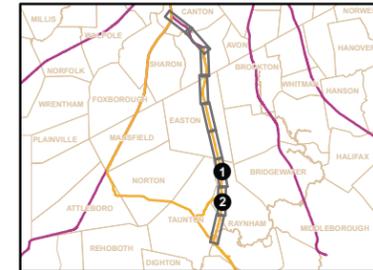


Figure 4.6-7d  
 Stoughton Alternative -  
 Stoughton Line  
 Noise Impacts



Printing Date: 6/23/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- † Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▭ Electric Severe Impact
- ▭ Diesel Severe Impact
- ▭ Electric Impact
- ▭ Diesel Impact
- ▭ Horn Impact
- ▭ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

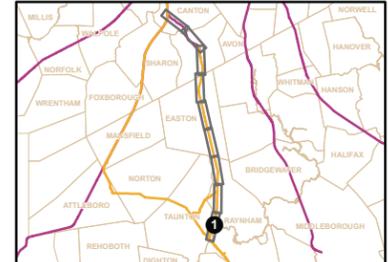
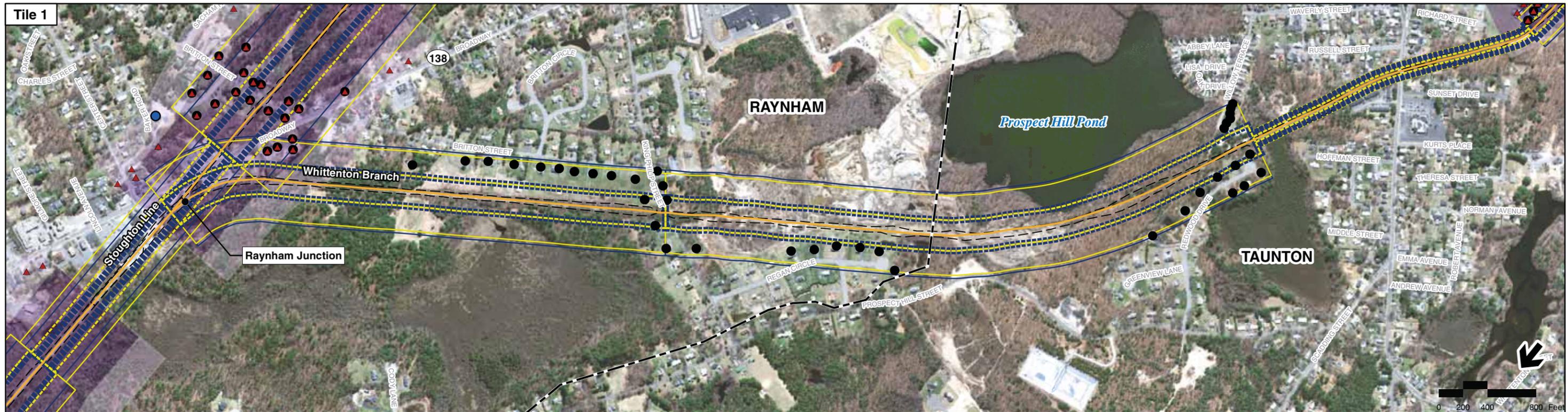


Figure 4.6-7e  
 Stoughton Alternative -  
 Stoughton Line  
 Noise Impacts



Printing Date: 6/23/2009  
 File: \\mabos\projects\Phase2\TechReports\Noise\EC\Noise\_Stoughton\_Whittenton\_Page1.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚡ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

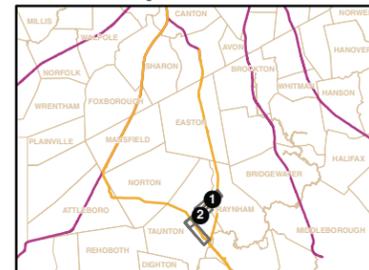
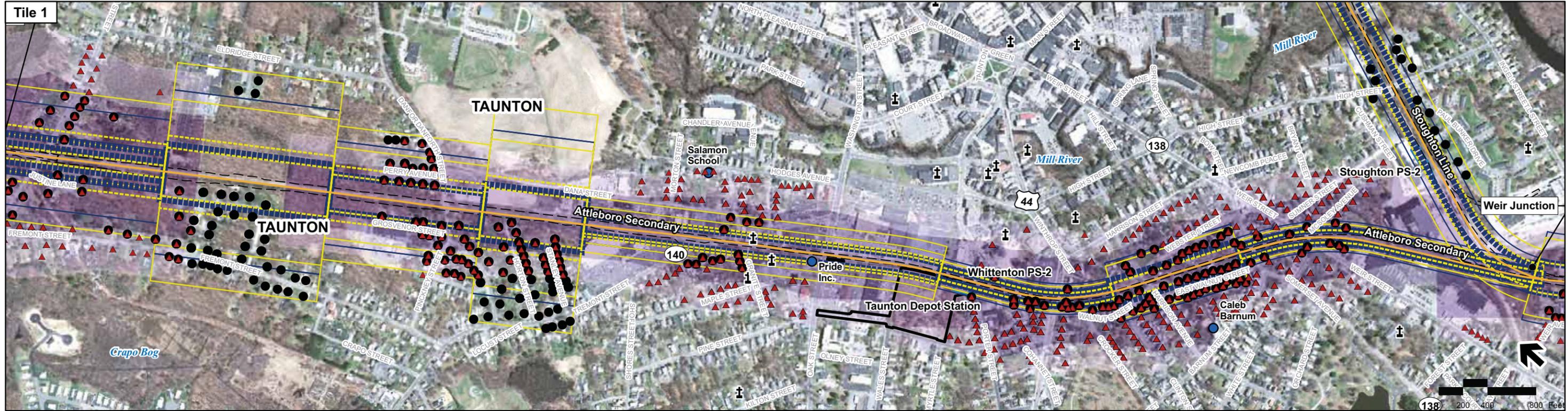


Figure 4.6-8a  
 Whittenton Alternative -  
 Whittenton Branch  
 Noise Impacts



Printing Date: 6/23/2009  
 File: \\mabos\projects\101111\GIS\project\Phase2\TechReports\Noise\EC\Noise\_Stoughton\_Whittenton\_Page2.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ⚡ Places of Worship
- Schools
- ▲ Residential Horn Impact
- Residential Impact
- ▨ Electric Severe Impact
- ▨ Diesel Severe Impact
- ▨ Electric Impact
- ▨ Diesel Impact
- ▨ Horn Impact
- ▨ Horn Severe Impact

\* Traction power stations are only required for electric rail alternative

**Index Map**

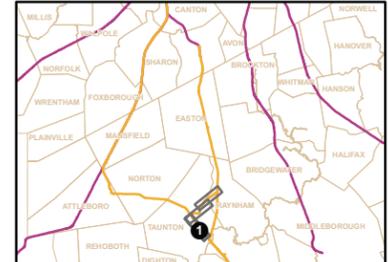


Figure 4.6-8b  
 Whittenton Alternative -  
 Whittenton Branch  
 Noise Impacts



**Legend**

- Residential Impact
- Track Centerline
- Proposed Alternative Alignment
- Limit of Permanent Impact for Proposed Layover Facility
- Layover Impact - Severe
- Layover Impact
- Proposed Building
- Proposed Edge of Pavement

Figure 4.6-9
Layover Facility at Weaver's Cove Site
Noise Impacts