

Legend






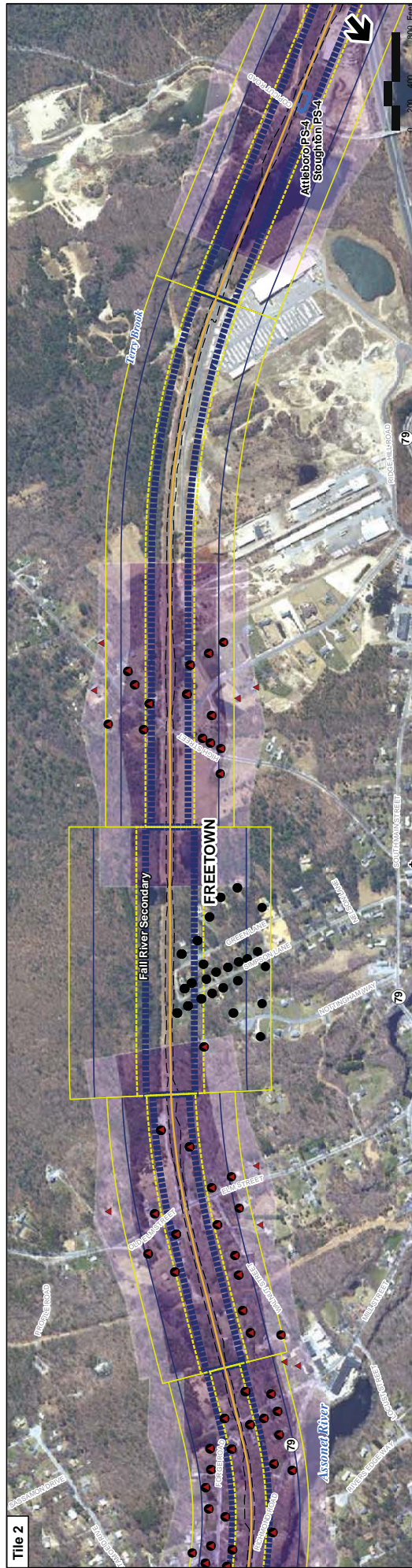
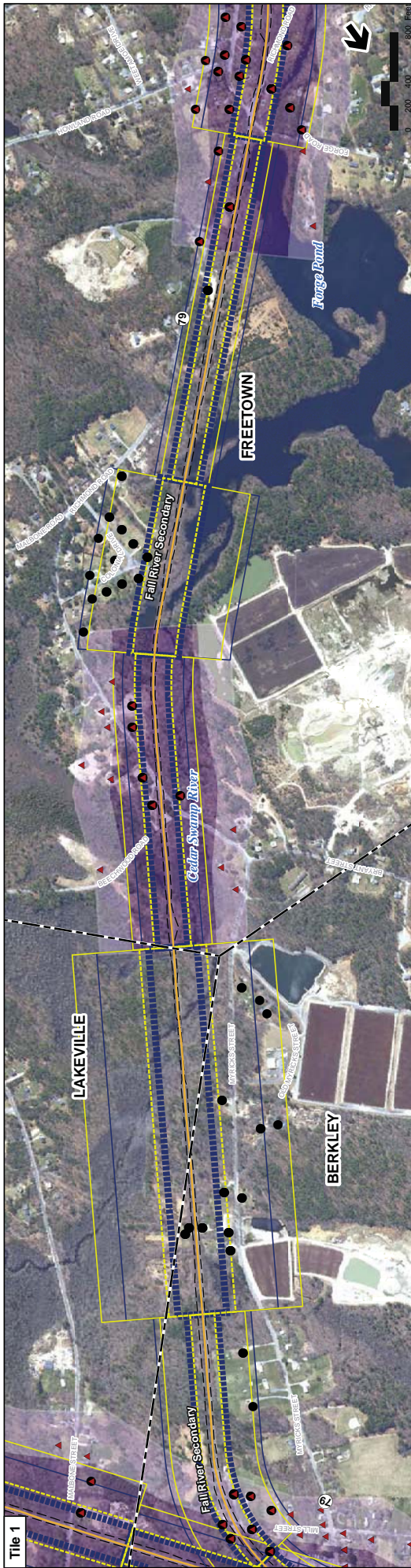
-  Whittenton Alternative
-  Existing Stations
-  Proposed Stations
-  Existing Stations to be Reconstructed
-  Noise Monitoring Locations

Figure 4.6-1

Noise Monitoring Locations





Legend

- MBTA Commuter Rail Station
- 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**
- Diesel Impact
- Horn Impact
- Horn Severe Impact

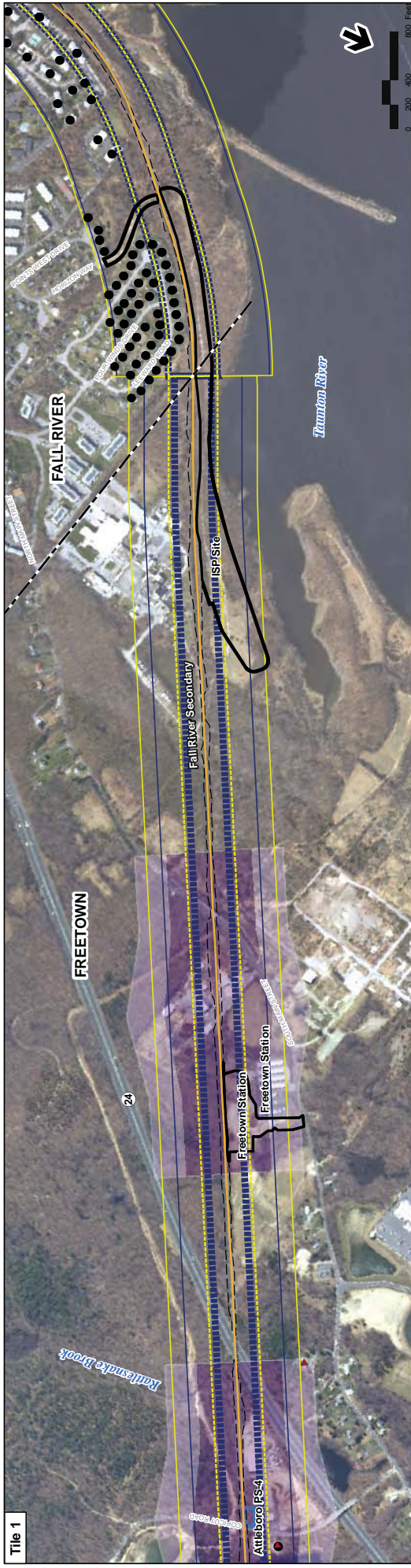
Figure 4.6-4a
All Rail Alternatives - Fall River Secondary Noise Impacts

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Index Map

Printing Date: 6/23/2009 File: mbta\proj\ch1111_001\GIS\workspace\mxd\ch1111\Noise_FallRiver_Page1.mxd

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-4d-f
* Traction power stations are only required for electric rail alternative



Legend

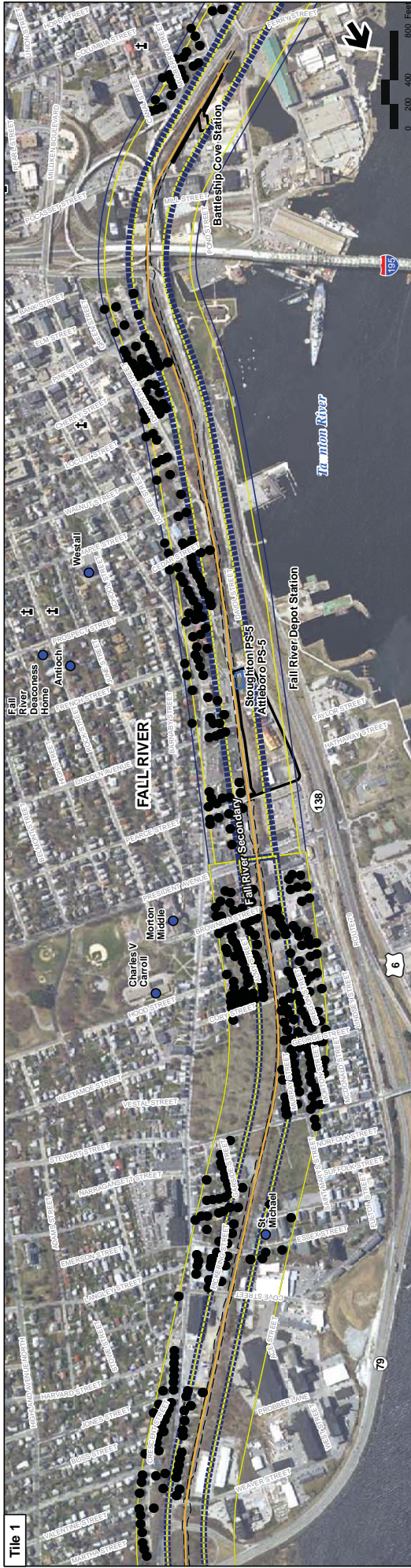
- MBTA Commuter Rail Station
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station*
- ⊥ Places of Worship
- Schools
- Residential Horn Impact
- Residential Impact
- ▭ Electric Severe Impact**
- ▭ Diesel Severe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

Figure 4.6-4b
All Rail Alternatives - Fall River Secondary Noise Impacts
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Index Map

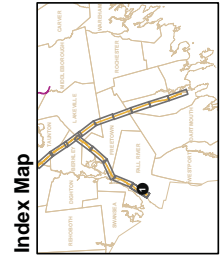
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** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-4d-f
 * Traction power stations are only required for electric rail alternative



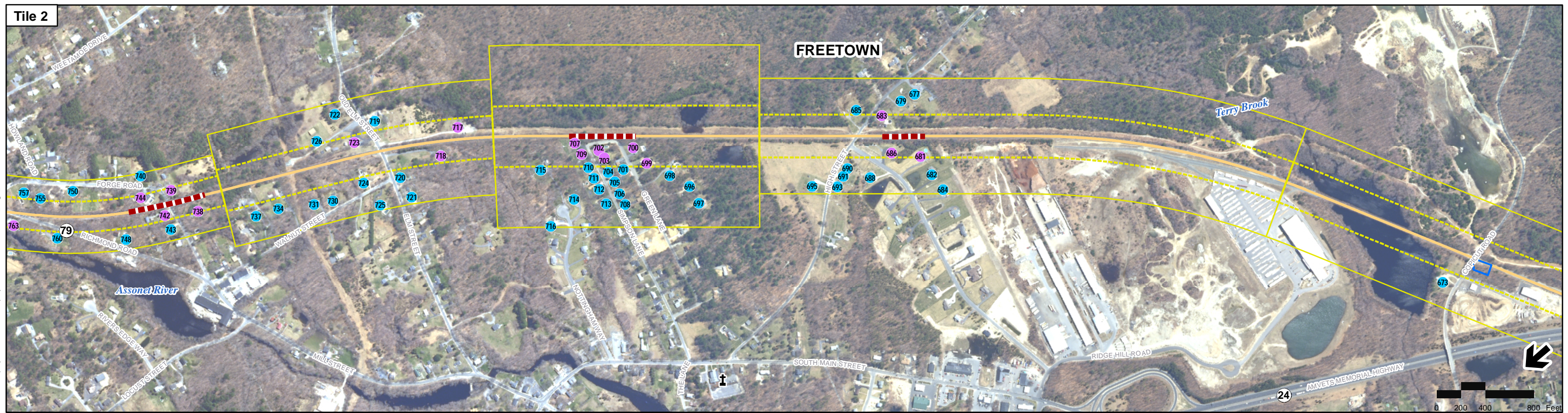
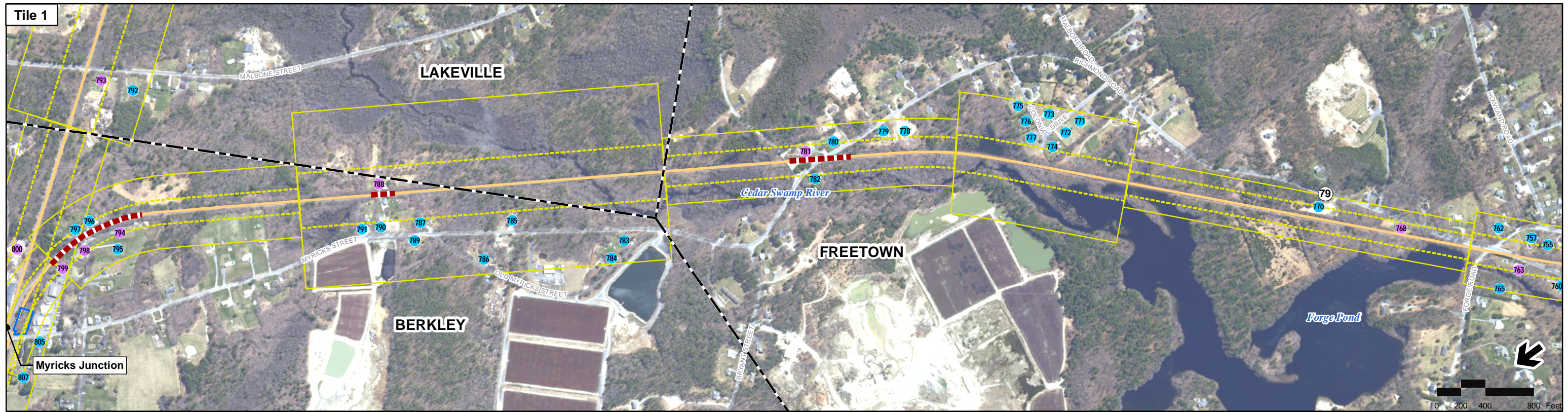
Title 1

Figure 4.6-4c
All Rail Alternatives - Fall River Secondary Noise Impacts
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts



- Legend**
- MBTA Commuter Rail Station
 - Proposed Alternative Alignment
 - Residential Horn Impact
 - Residential Impact
 - Electric Severe Impact **
 - Diesel Severe Impact **
 - Diesel Impact
 - Horn Impact
 - Horn Severe Impact
 - Limit of Work for Proposed Station
 - Limit of Permanent Impact for Proposed Rail
 - Traction Power Station*
 - Places of Worship
 - Schools
 - Electric Severe Impact **
 - Diesel Severe Impact **
 - Diesel Impact
 - Horn Impact
 - Horn Severe Impact

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-4d-f
 * Traction power stations are only required for electric rail alternative



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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Stations
 - South Coast Rail
 - Proposed Station Platform
 - Traction Power Station
 - Places of Worship
 - Schools

- Noise Impacts and Mitigation**
- Residential Severe Impact
 - Residential Impact
 - Severe Impact
 - Impact
 - Proposed Noise Barrier

- Vibration Mitigation**
- Vibration Mitigation

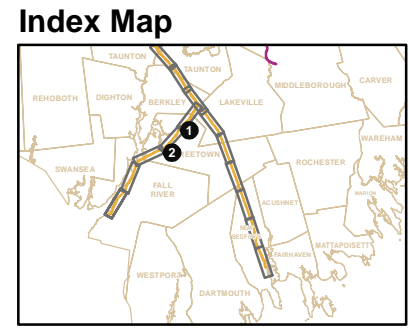
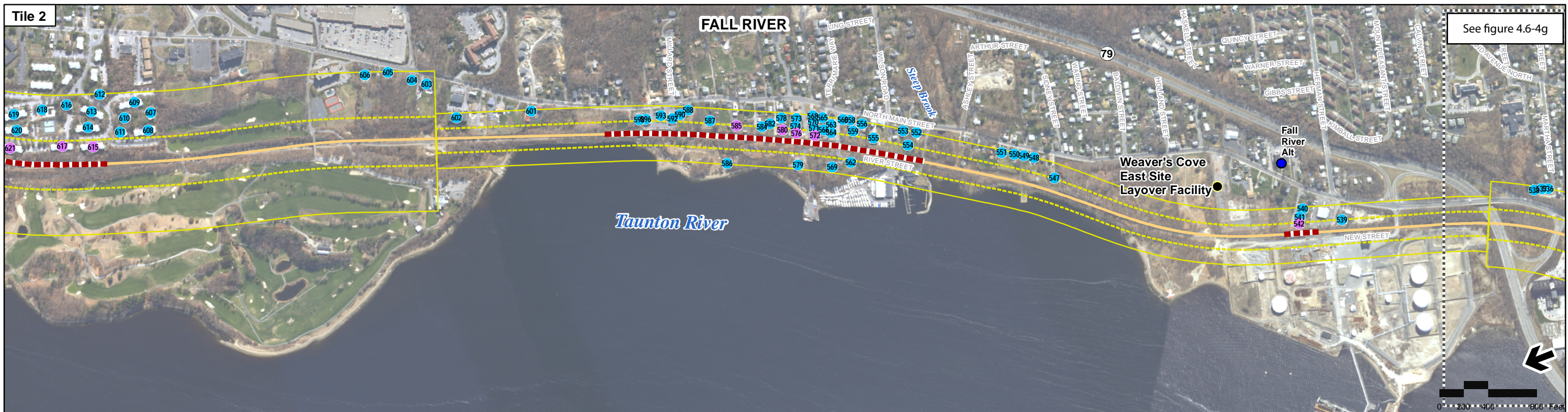
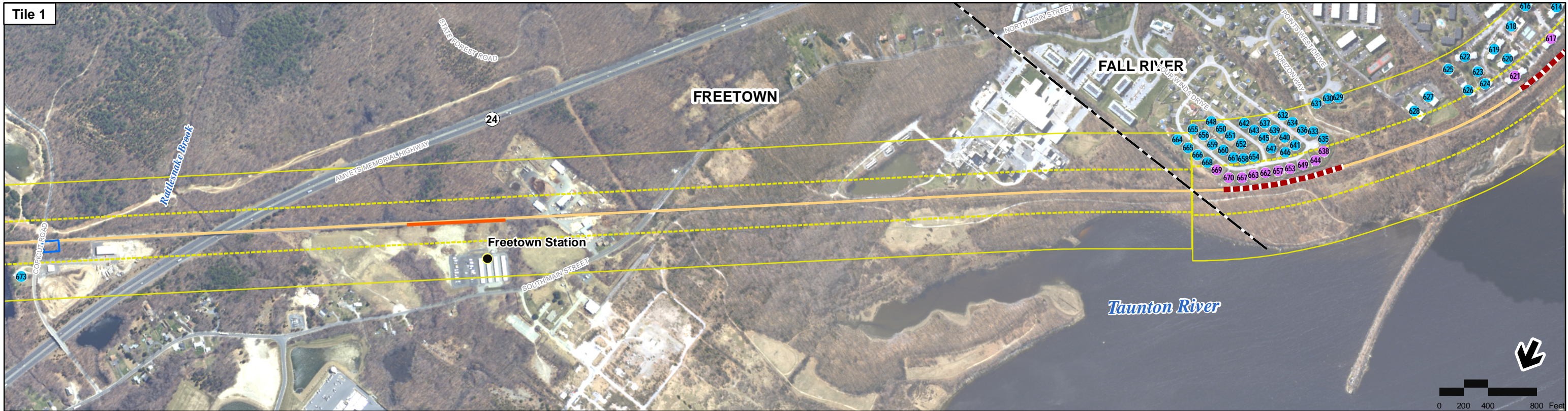


Figure 4.6-4d
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and Vibration
 Mitigation Fall River Secondary



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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - - - Town Boundaries
 - Proposed Stations
 - South Coast Rail
 - Proposed Station Platform
 - Traction Power Station
 - ⚓ Places of Worship
 - Schools

- Noise Impacts and Mitigation**
- Residential Severe Impact
 - Residential Impact
 - ▭ Severe Impact
 - ▭ Impact
 - ▬ Proposed Noise Barrier

- Vibration Mitigation**
- ▬ Vibration Mitigation

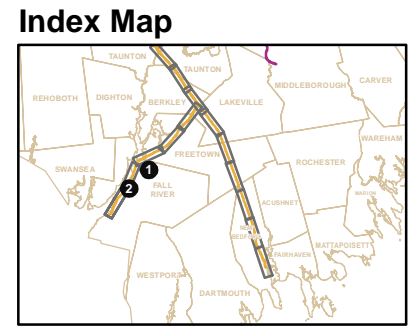
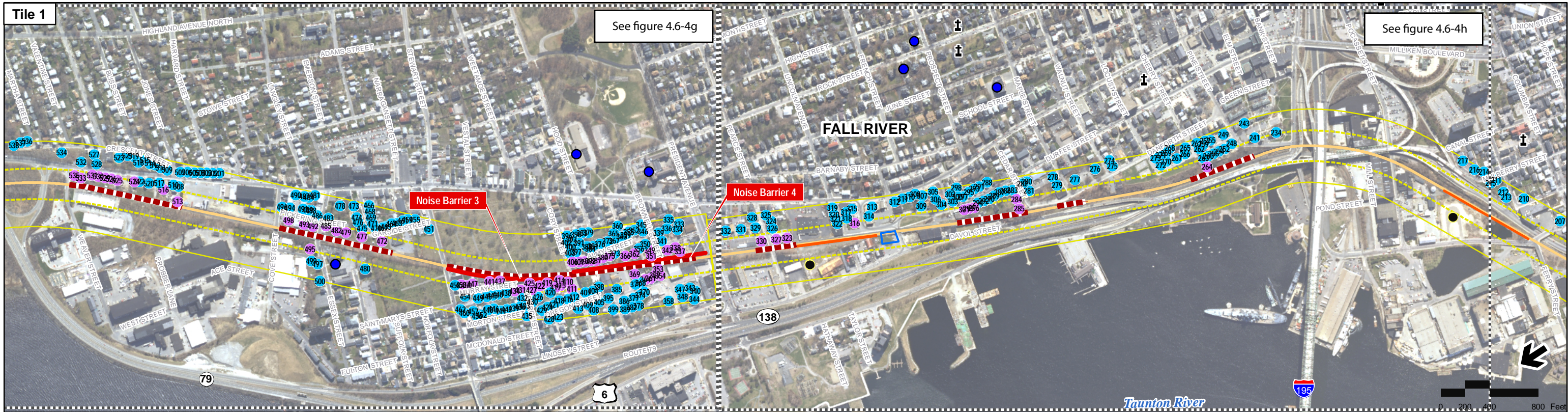


Figure 4.6-4e
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and Vibration
 Mitigation Fall River Secondary



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- | | | | | | |
|---------------|----------------------------|-------------------------------------|---------------------------|-----------------------------|----------------------|
| Legend | | Noise Impacts and Mitigation | | Vibration Mitigation | |
| | MBTA Commuter Rail Station | | Residential Severe Impact | | Vibration Mitigation |
| | MBTA Commuter Rail | | Residential Impact | | |
| | Town Boundaries | | Severe Impact | | |
| | Proposed Stations | | Impact | | |
| | South Coast Rail | | Proposed Noise Barrier | | |
| | Proposed Station Platform | | | | |
| | Traction Power Station | | | | |
| | Places of Worship | | | | |
| | Schools | | | | |

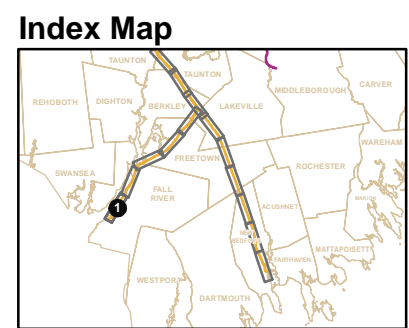


Figure 4.6-4f
Stoughton/Whittenton Electric Alternative
Noise Impacts and Mitigation and Vibration Mitigation Fall River Secondary



- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Stations
 - South Coast Rail
 - Proposed Station Platform
 - Traction Power Station
 - ⚓ Places of Worship
 - Schools

- Noise Impacts and Mitigation**
- Residential Severe Impact
 - Residential Impact
 - Severe Impact
 - Impact
 - Proposed Noise Barrier

- Vibration Mitigation**
- Vibration Mitigation

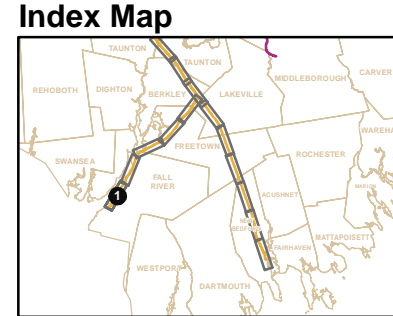


Figure 4.6-4g
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and Vibration
 Mitigation Fall River Secondary (Detail)

0 100 200 400 Feet



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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Stations
 - South Coast Rail
 - Proposed Station Platform
 - Traction Power Station
 - Places of Worship
 - Schools

- Noise Impacts and Mitigation**
- Residential Severe Impact
 - Residential Impact
 - Severe Impact
 - Impact
 - Proposed Noise Barrier

- Vibration Mitigation**
- Vibration Mitigation

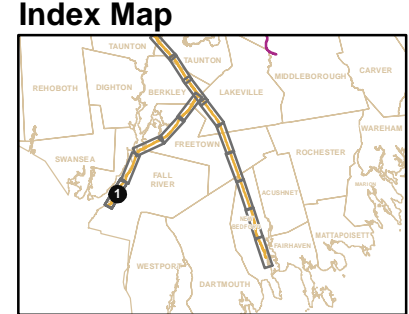


Figure 4.6-4h
Stoughton/Whittenton Electric Alternative
Noise Impacts and Mitigation and Vibration
Mitigation Fall River Secondary (Detail)

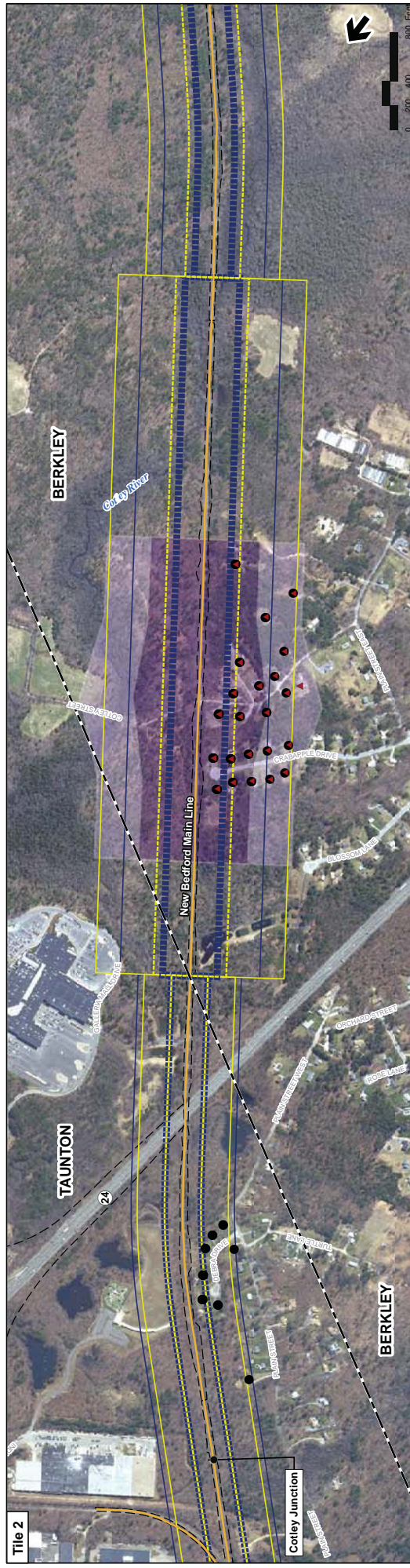
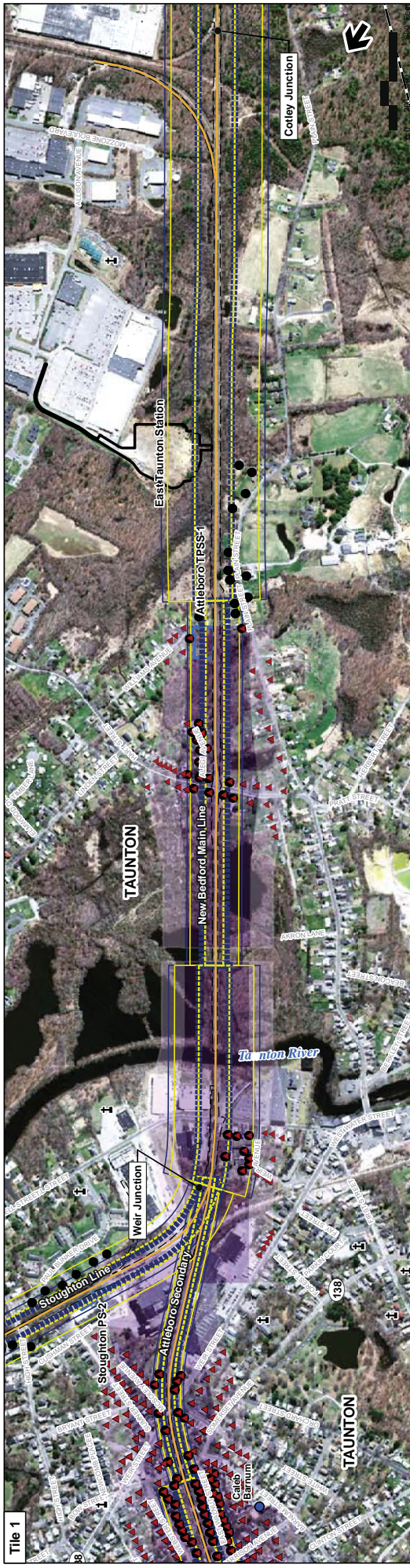


Figure 4.6-5a

All Rail Alternatives New Bedford Main Line
Diesel/Electric Alternative Horn Noise Impacts and
Diesel Alternative Train Pass-by Noise Impacts

Legend

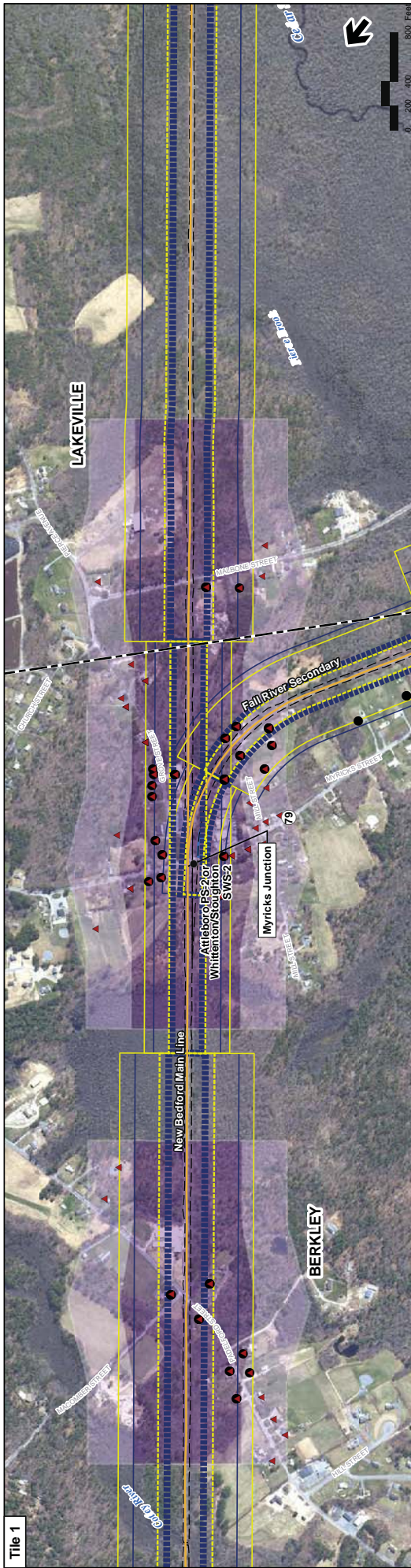
- MBTA Commuter Rail Station
- MBTA Commuter Rail Station
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- † Places of Worship

- Schools
- Residential Horn Impact
- Residential Impact
- Electric Severe Impact**
- Diesel Severe Impact**
- Electric Impact**
- Diesel Impact
- Horn Impact
- Horn Severe Impact

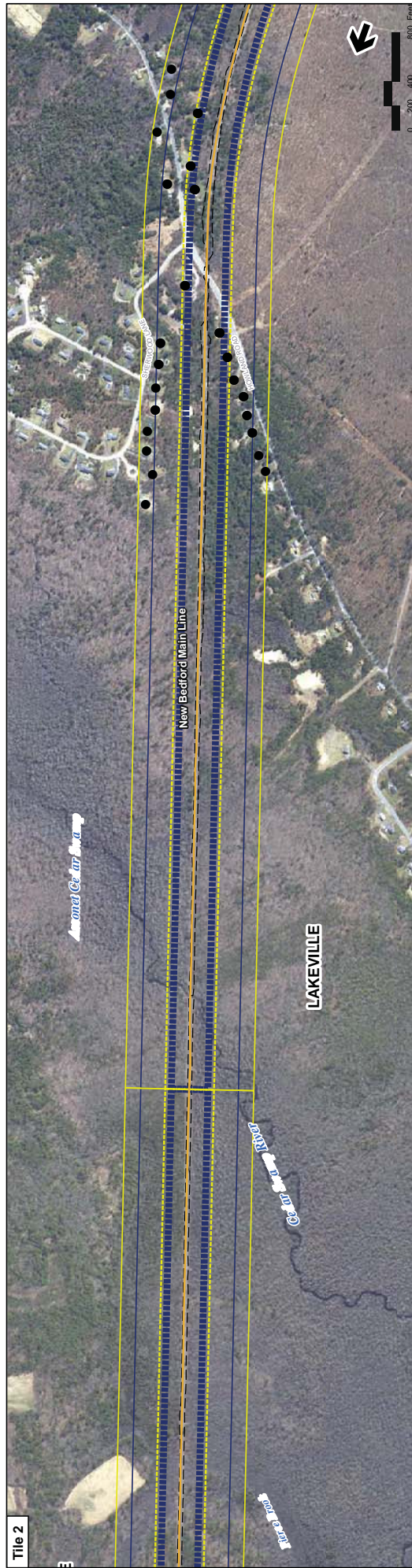
** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f1

* Traction power stations are only required for electric rail alternative

Index Map



Tile 1



Tile 2

Legend

- MBTA Commuter Rail Station
- Schools
- Residential Horn Impact
- Residential Impact
- Electric Severe Impact**
- Diesel Severe Impact**
- Diesel Impact
- Horn Impact
- Horn Severe Impact

- Proposed Alternative Alignment
- Limit of Work for Proposed Station
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station*
- Places of Worship

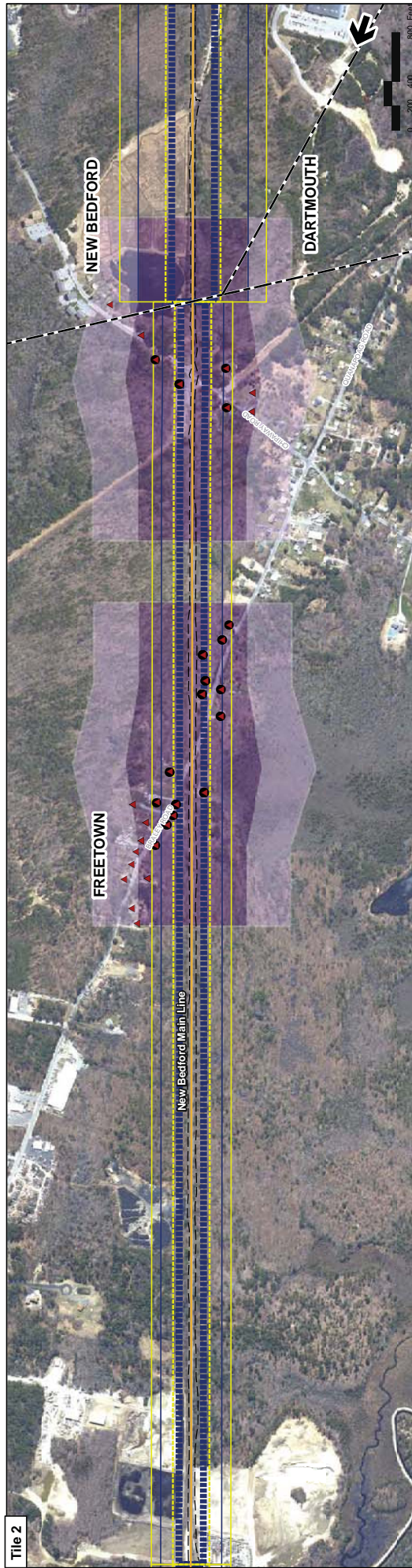
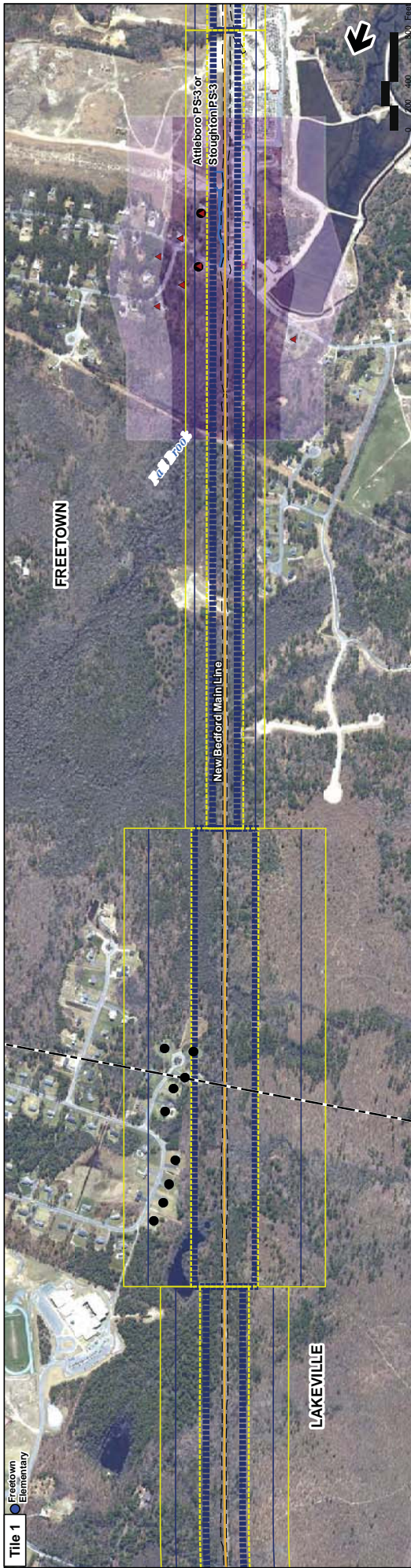
Figure 4.6-5b

All Rail Alternatives New Bedford Main Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Index Map

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-1
 * Traction power stations are only required for electric rail alternative



Legend

- MBTA Commuter Rail Station
- Freetown Elementary
- 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

Index Map

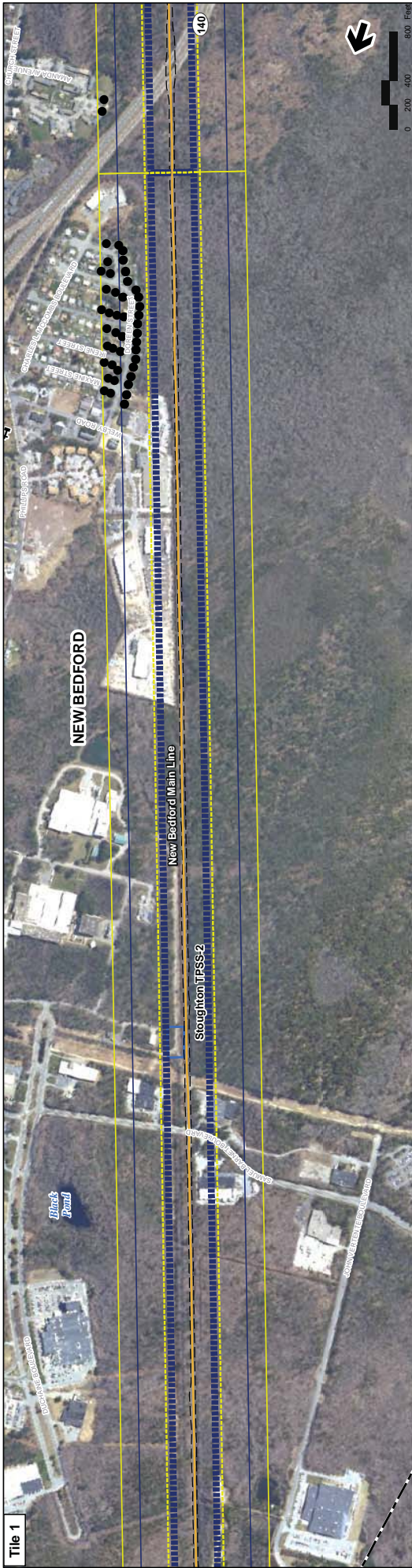
Figure 4.6-5c

All Rail Alternatives New Bedford Main Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

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** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-I
 * Traction power stations are only required for electric rail alternative



Tile 1



Tile 2

Legend

- MBTA Commuter Rail Station
- 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**
- ▭ Diesel Impact
- ▭ Horn Impact
- ▭ Horn Severe Impact

Figure 4.6-5d

All Rail Alternatives New Bedford Main Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Index Map

Printing Date: 6/23/2019
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** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-1
 * Traction power stations are only required for electric rail alternative



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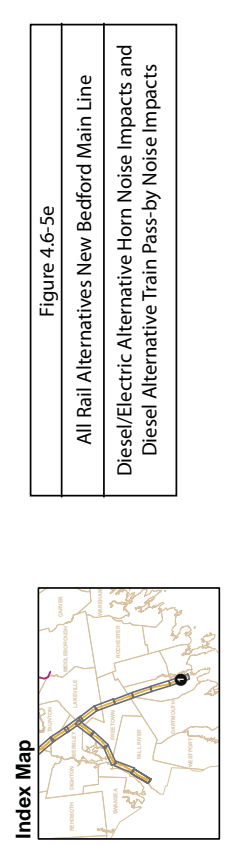
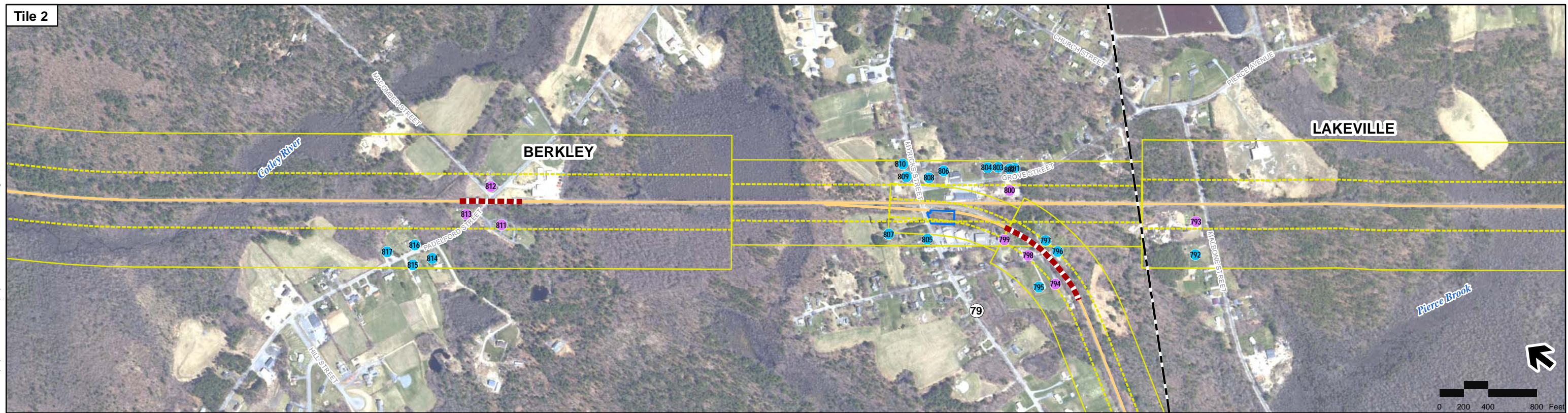
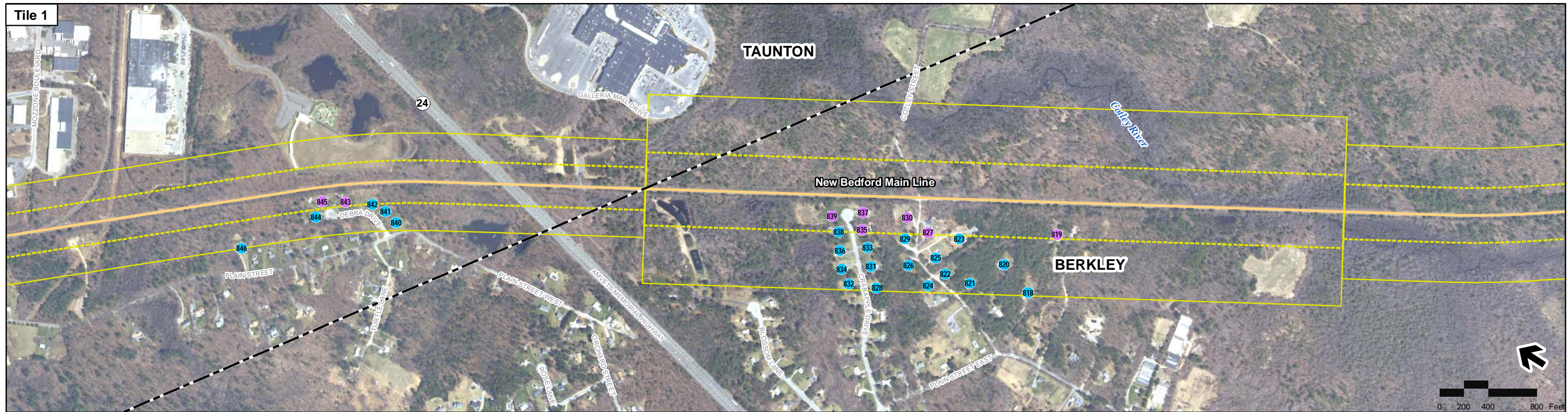


Figure 4.6-5e
 All Rail Alternatives New Bedford Main Line
 Diesel/Electric Alternative Horn Noise Impacts and
 Diesel Alternative Train Pass-by Noise Impacts

Legend

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

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-5f-i
 * Traction power stations are only required for electric rail alternative



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- | | | | | | |
|---------------|----------------------------|-------------------------------------|---------------------------|-----------------------------|----------------------|
| Legend | | Noise Impacts and Mitigation | | Vibration Mitigation | |
| | MBTA Commuter Rail Station | | Residential Severe Impact | | Vibration Mitigation |
| | MBTA Commuter Rail | | Residential Impact | | |
| | Town Boundaries | | Severe Impact | | |
| | Proposed Stations | | Impact | | |
| | South Coast Rail | | Proposed Noise Barrier | | |
| | Proposed Station Platform | | | | |
| | Traction Power Station | | | | |
| | Places of Worship | | | | |
| | Schools | | | | |

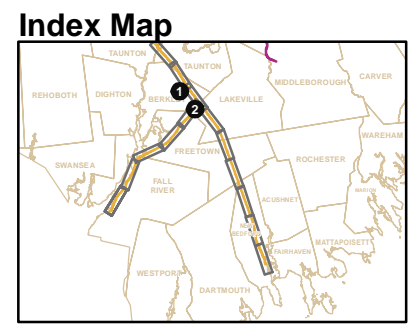
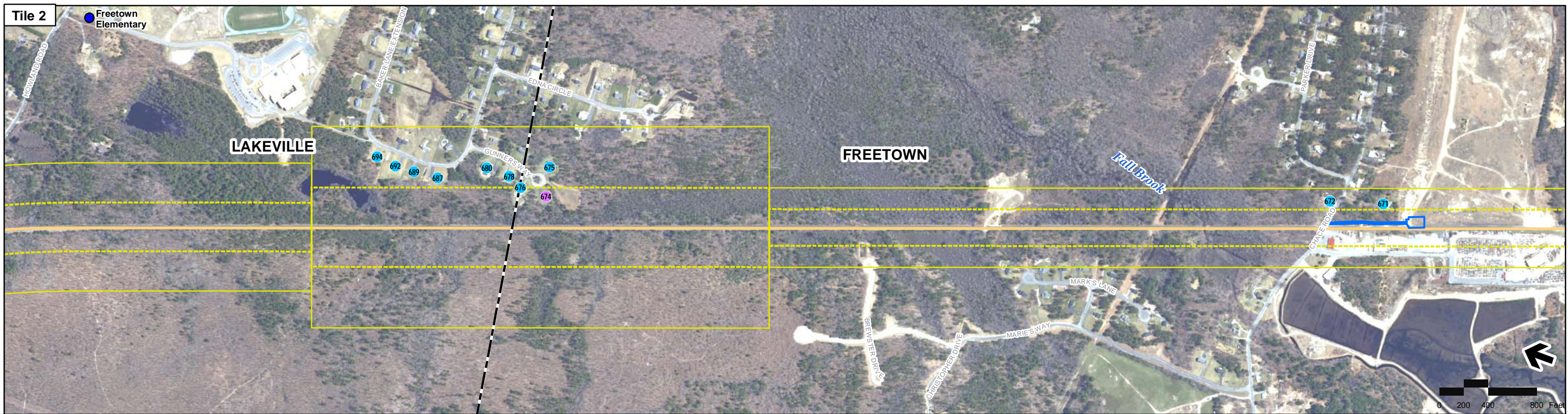


Figure 4.6-5f
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and
 Vibration Mitigation New Bedford Main Line



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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

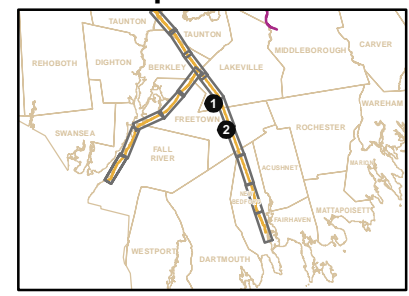
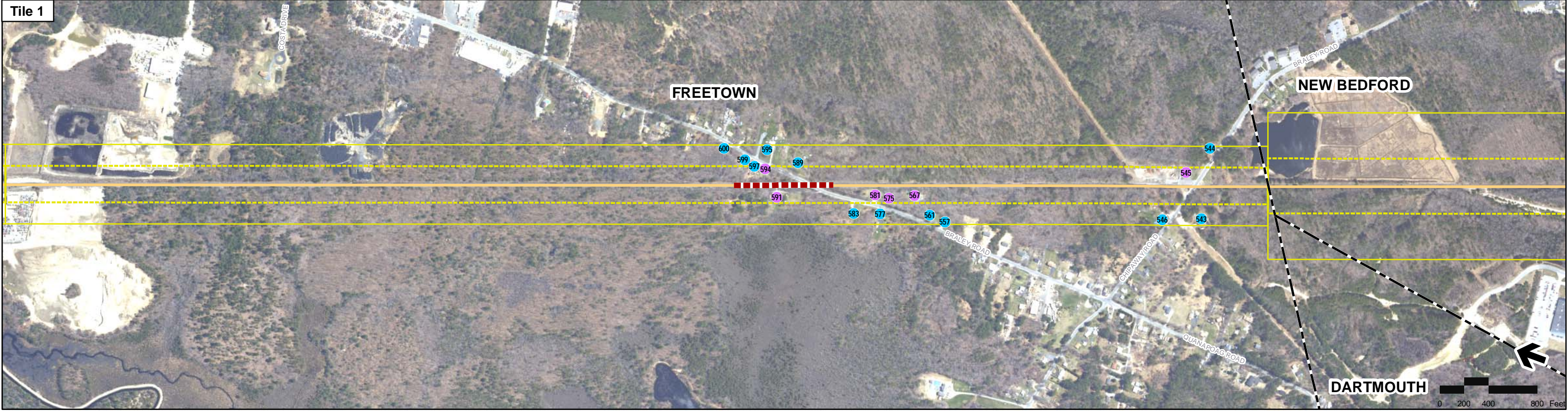
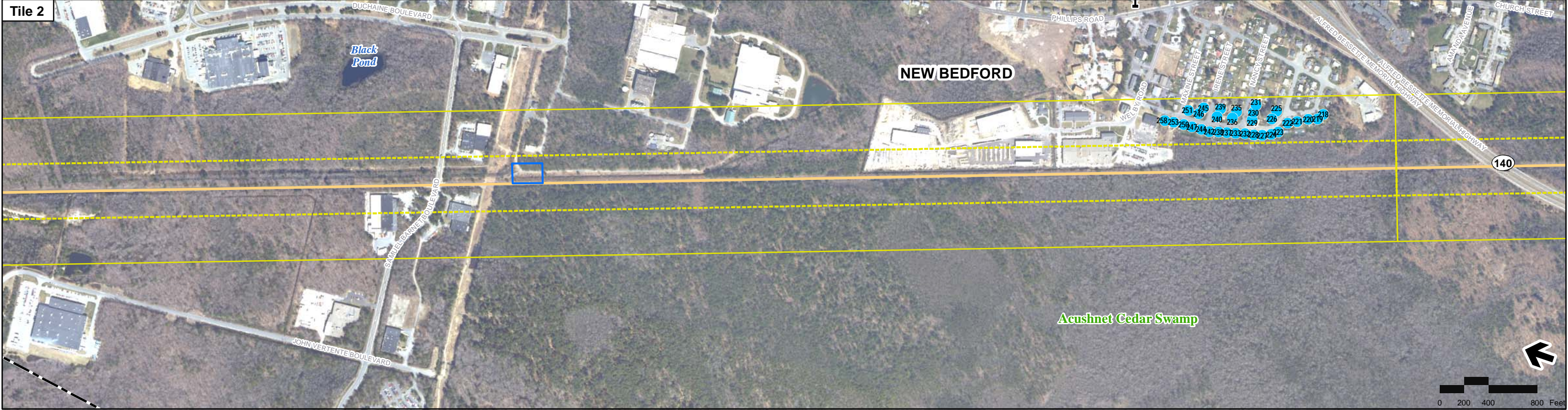


Figure 4.6-5g
Stoughton/Whittenton Electric Alternative
Noise Impacts and Mitigation and
Vibration Mitigation New Bedford Main Line

Tile 1



Tile 2



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Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools
- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier
- Vibration Mitigation

Index Map

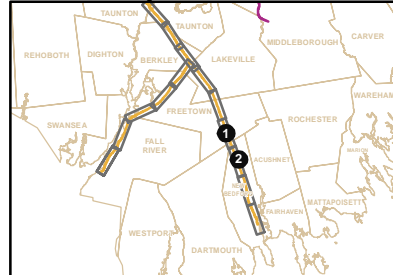
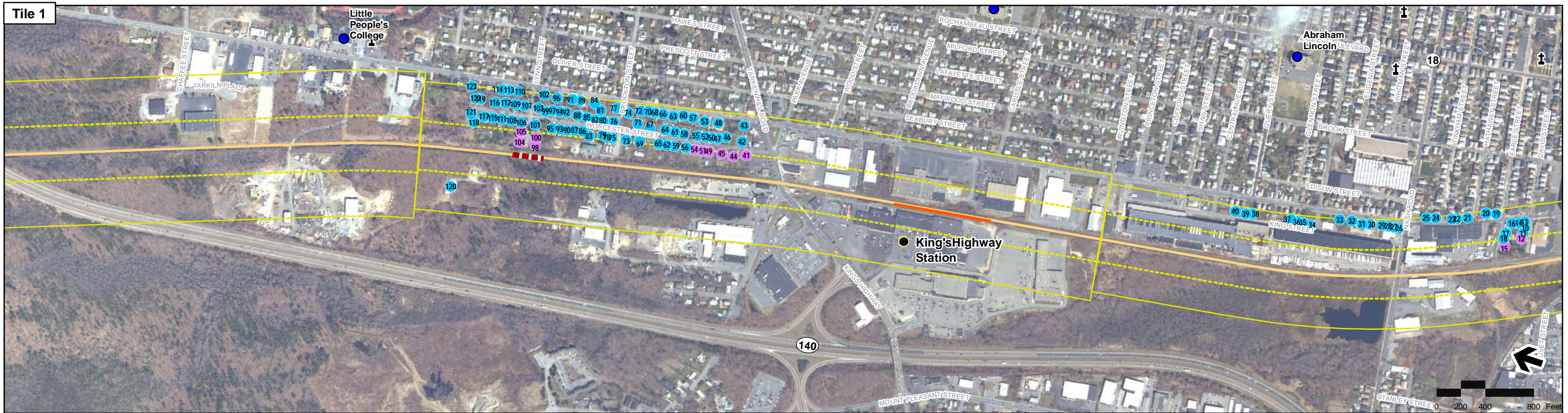


Figure 4.6-5h
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and
 Vibration Mitigation New Bedford Main Line



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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Stations
 - South Coast Rail
 - Proposed Station Platform
 - Traction Power Station
 - Places of Worship
 - Schools

- Noise Impacts and Mitigation**
- Residential Severe Impact
 - Residential Impact
 - Severe Impact
 - Impact
 - Proposed Noise Barrier

- Vibration Mitigation**
- Vibration Mitigation

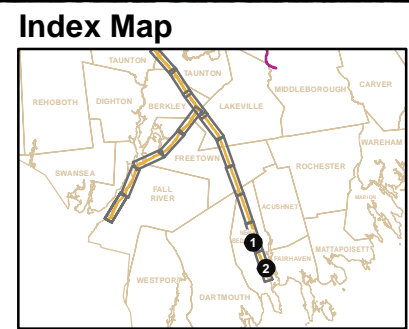
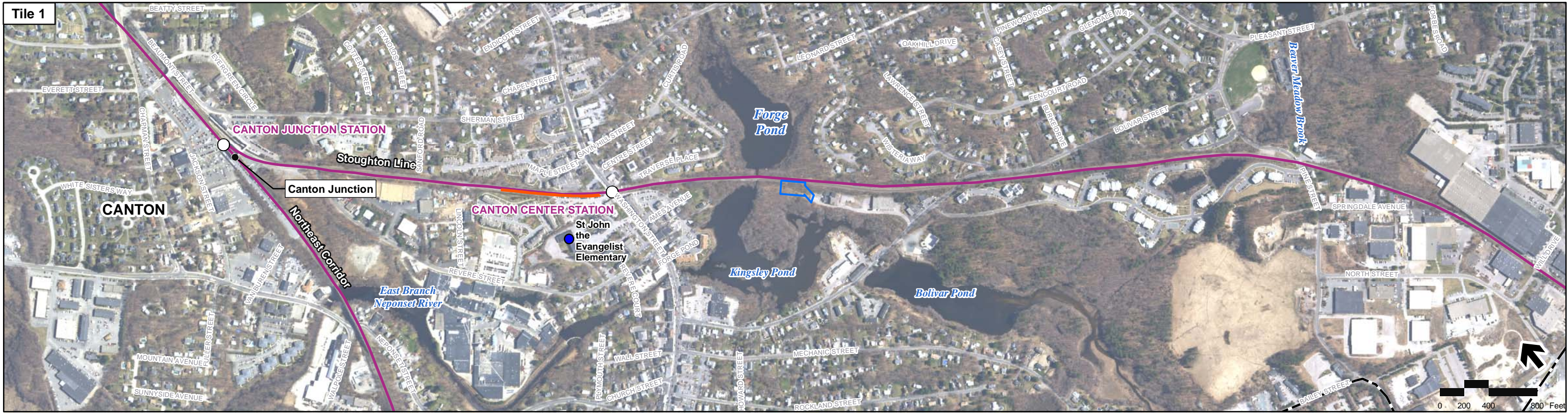


Figure 4.6-5i
Stoughton/Whittenton Electric Alternative
Noise Impacts and Mitigation and
Vibration Mitigation New Bedford Main Line



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- | | | |
|--|--|--|
| Legend
<ul style="list-style-type: none"> MBTA Commuter Rail Station MBTA Commuter Rail Town Boundaries Proposed Stations South Coast Rail | Noise Impacts and Mitigation
<ul style="list-style-type: none"> Proposed Station Platform Traction Power Station Places of Worship Schools | Vibration Mitigation
<ul style="list-style-type: none"> Vibration Mitigation |
| | <ul style="list-style-type: none"> Residential Severe Impact Residential Impact Severe Impact Impact Proposed Noise Barrier | |

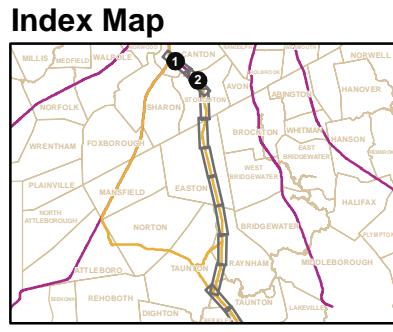
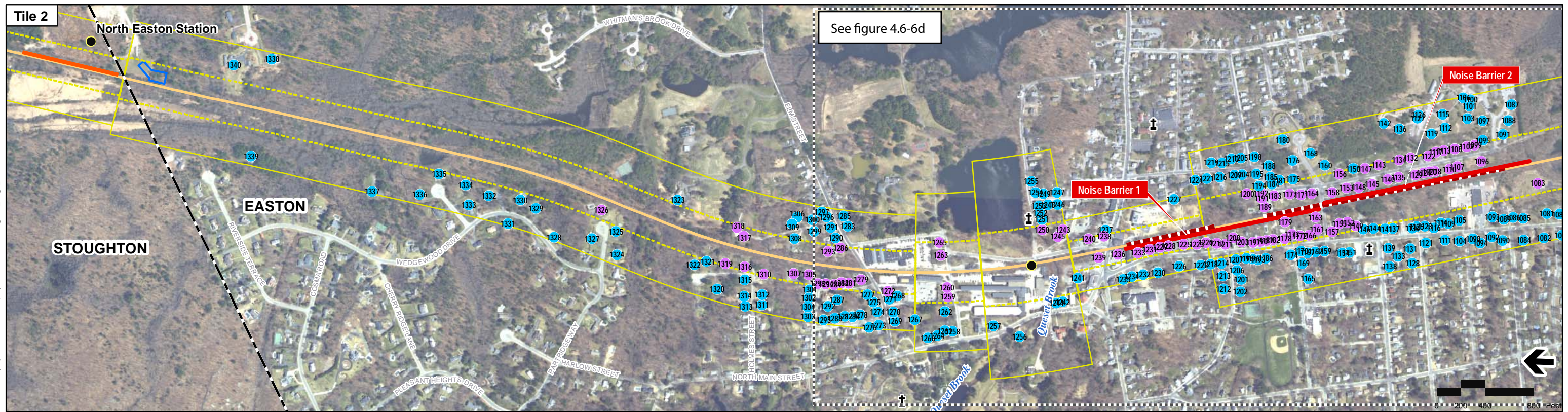
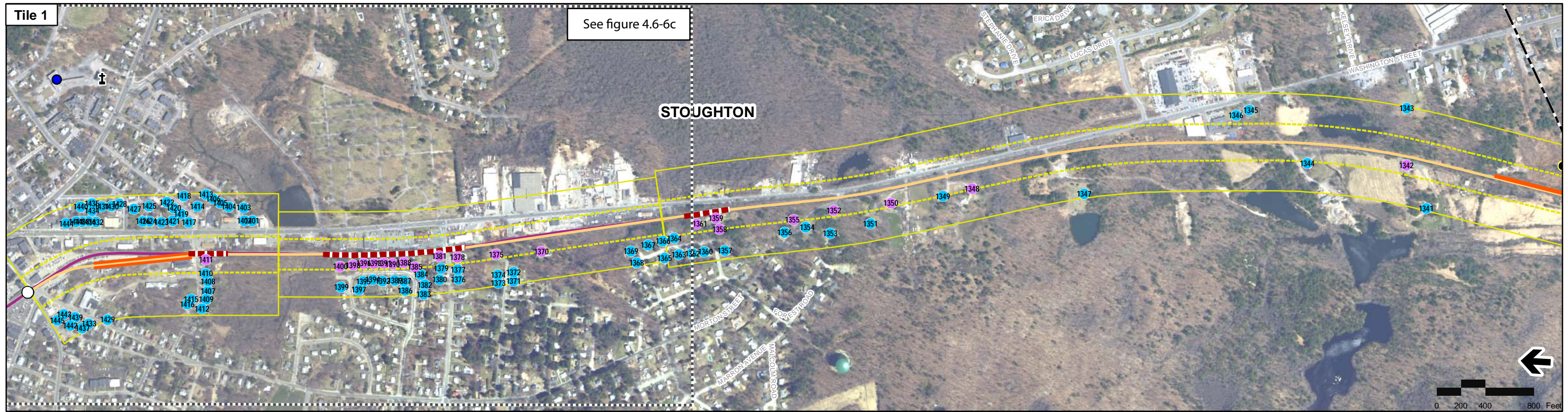


Figure 4.6-6a
Stoughton/Whittenton Electric Alternative
Noise Impacts and Mitigation and
Vibration Mitigation Stoughton Line



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- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Stations
 - South Coast Rail
 - Proposed Station Platform
 - Traction Power Station
 - Places of Worship
 - Schools
- Noise Impacts and Mitigation**
- Residential Severe Impact
 - Residential Impact
 - Severe Impact
 - Impact
 - Proposed Noise Barrier
- Vibration Mitigation**
- Vibration Mitigation

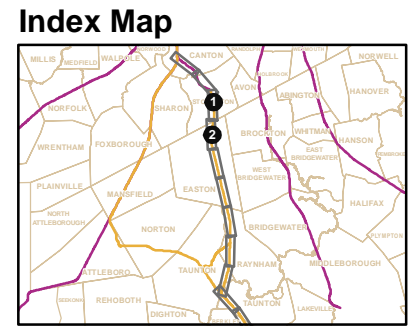
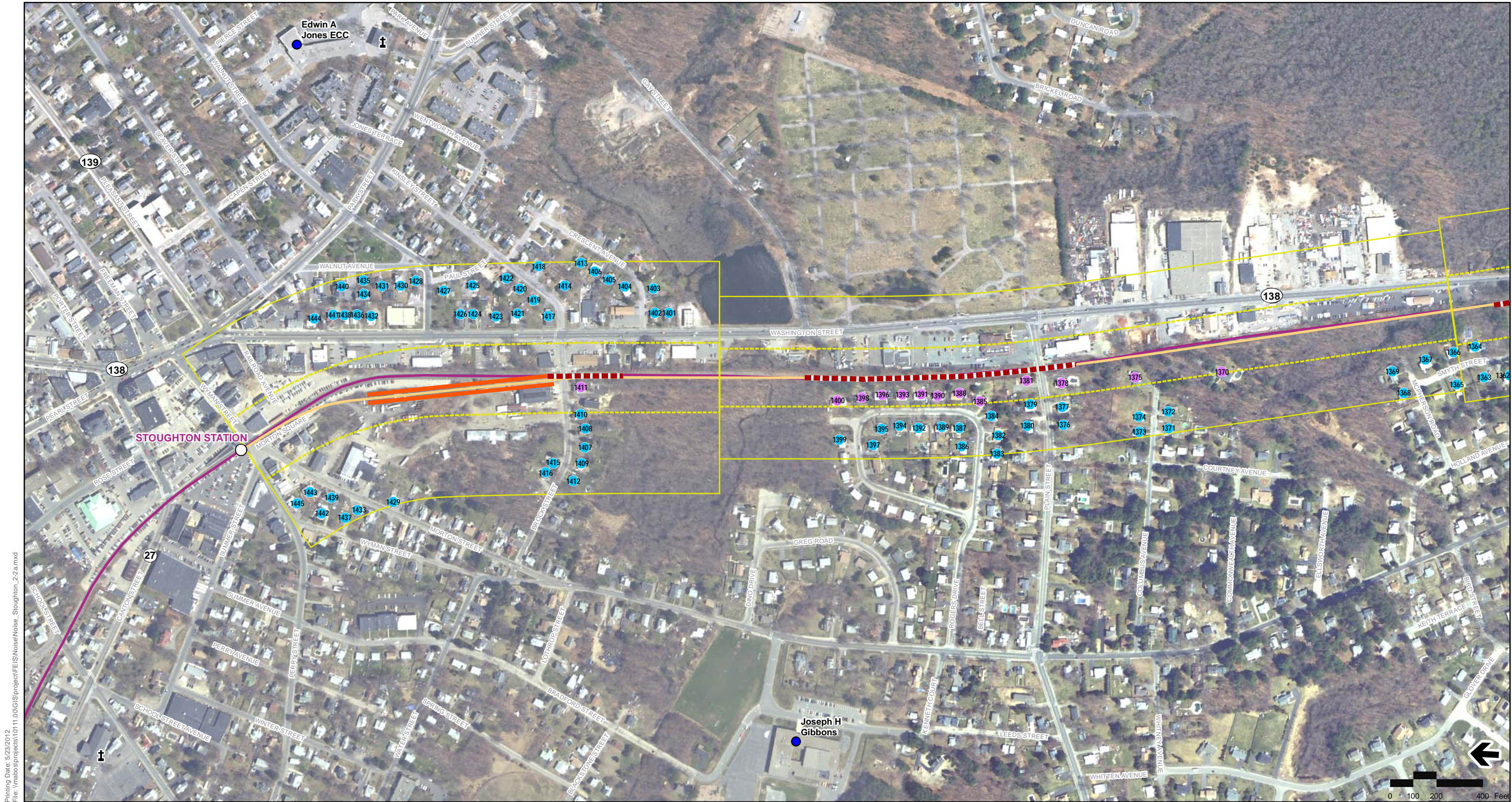


Figure 4.6-6b
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and
 Vibration Mitigation Stoughton Line



Printing Date: 5/23/2012
 File: \\mabos\projects\10111.0\GIS\project\FEIS\Noise\Noise_Stoughton_2-2a.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

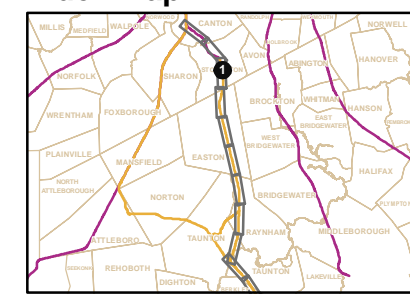
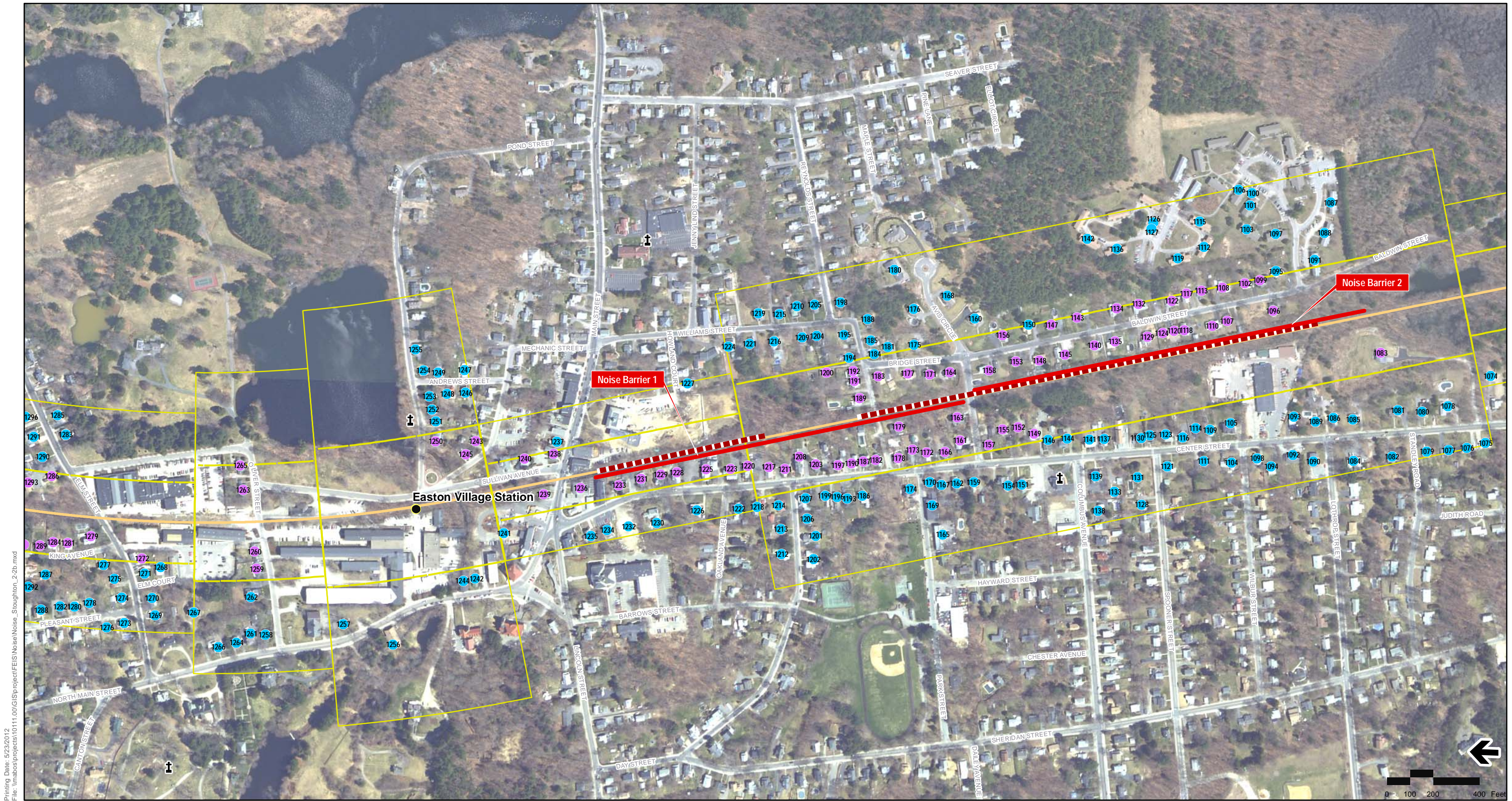


Figure 4.6-6c
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and
 Vibration Mitigation Stoughton Line (Detail)



Printing Date: 5/23/2012
 File: \\mbos\projects\10111.00\GIS\project\FEIS\Noise\Noise_Stoughton_2-2b.mxd

- | | | | |
|---|---|--|--|
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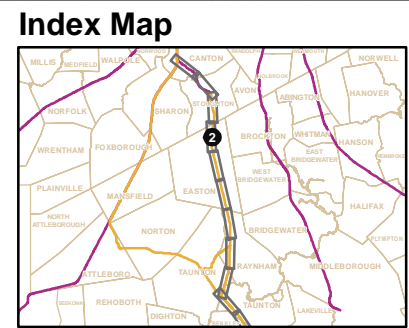
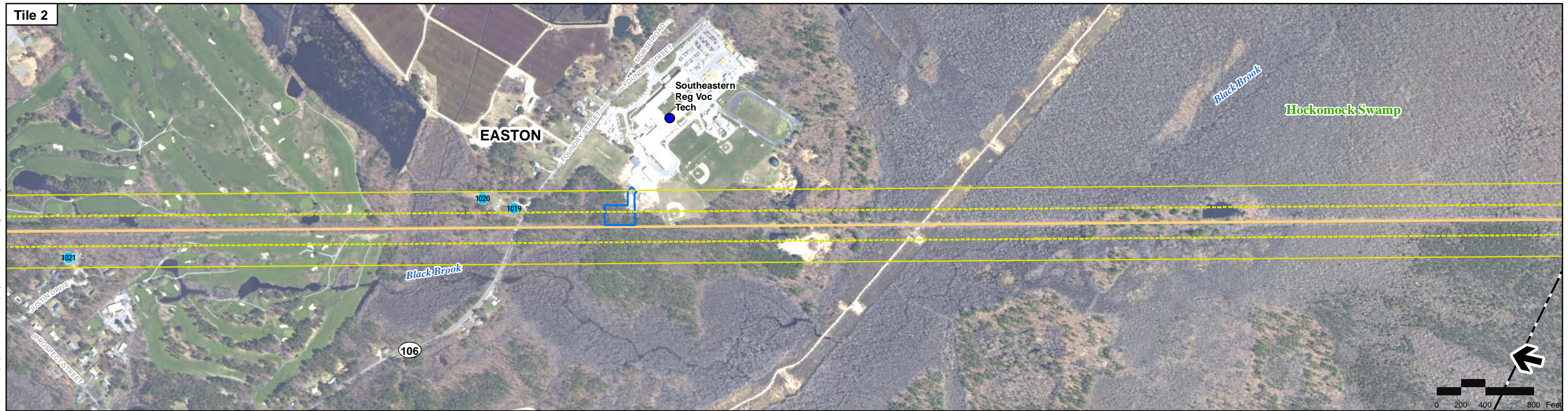
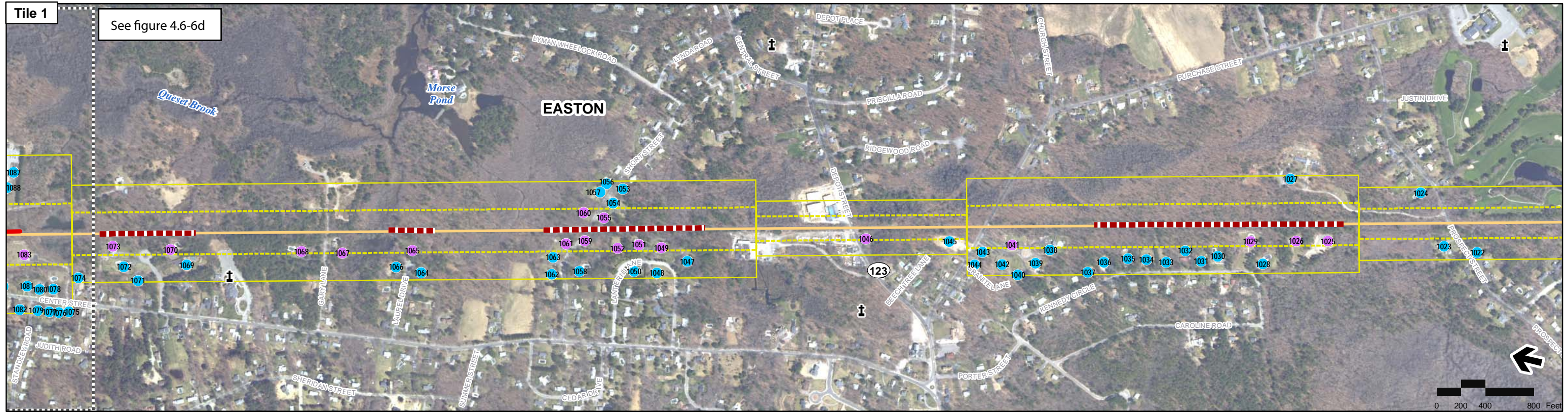


Figure 4.6-6d
Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and
 Vibration Mitigation Stoughton Line (Detail)



Printing Date: 5/23/2012
 File: \\msabos\projects\10111\00\GIS\project\FEIS\Noise\Stoughton_Page_2-3.mxd

- Legend**
- MBTA Commuter Rail Station
 - MBTA Commuter Rail
 - Town Boundaries
 - Proposed Stations
 - South Coast Rail
 - Proposed Station Platform
 - Traction Power Station
 - ⚡ Places of Worship
 - Schools

- Noise Impacts and Mitigation**
- Residential Severe Impact
 - Residential Impact
 - ▭ Severe Impact
 - ▭ Impact
 - Proposed Noise Barrier

- Vibration Mitigation**
- Vibration Mitigation

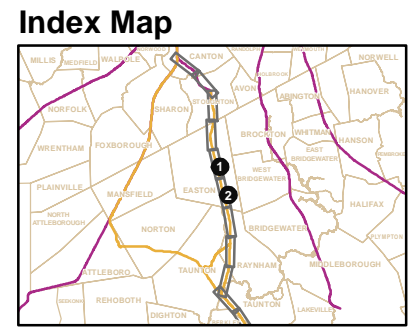
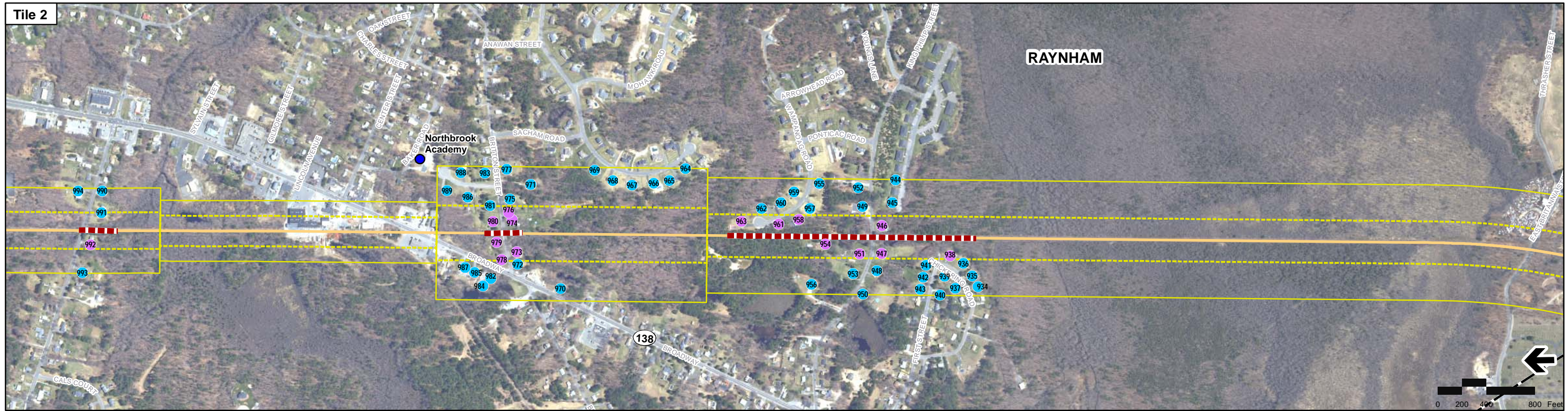
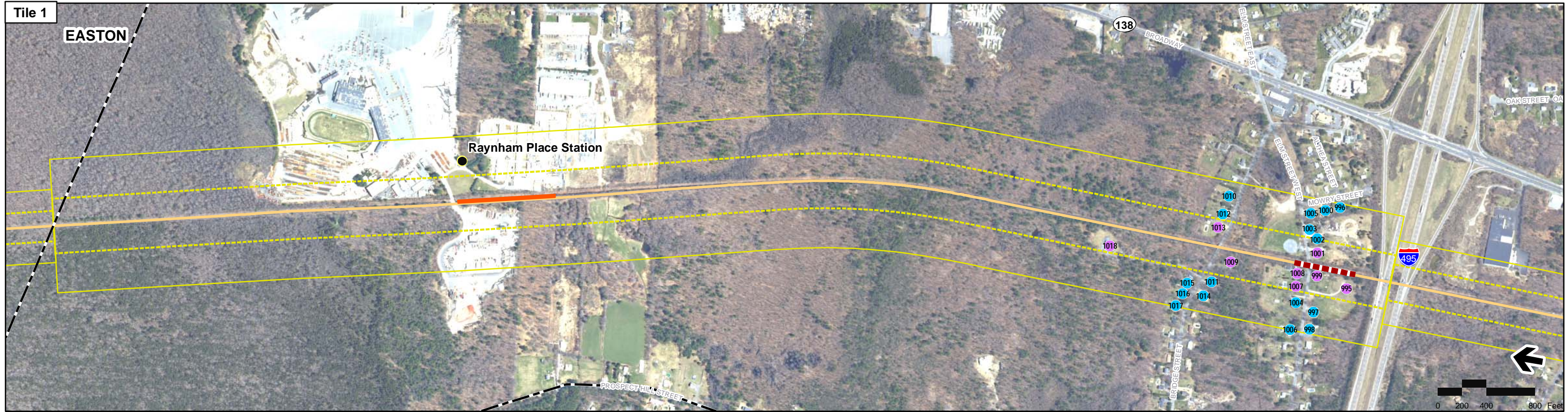


Figure 4.6-6e
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and
 Vibration Mitigation Stoughton Line



Printing Date: 5/23/2012
 File: \\mabos\projects\GIS\Noise\Stoughton_Pages_2-4.mxd

Legend

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Stations
- South Coast Rail
- Proposed Station Platform
- Traction Power Station
- Places of Worship
- Schools

Noise Impacts and Mitigation

- Residential Severe Impact
- Residential Impact
- Severe Impact
- Impact
- Proposed Noise Barrier

Vibration Mitigation

- Vibration Mitigation

Index Map

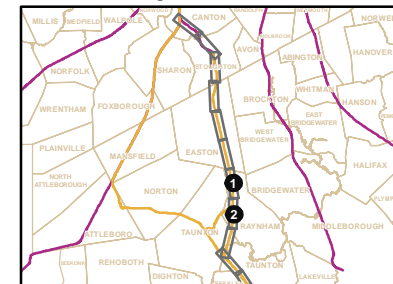
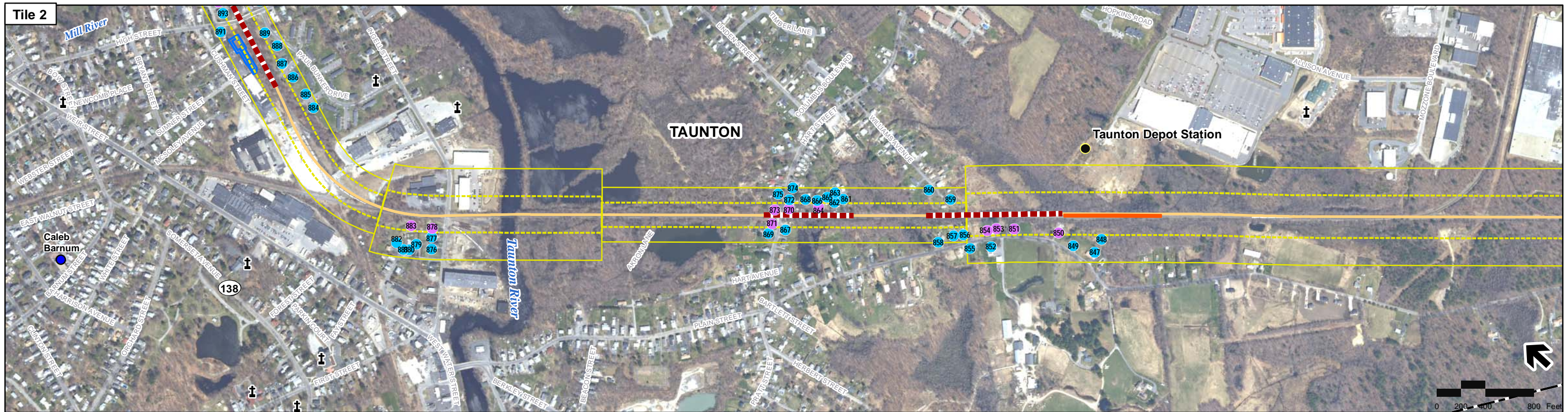
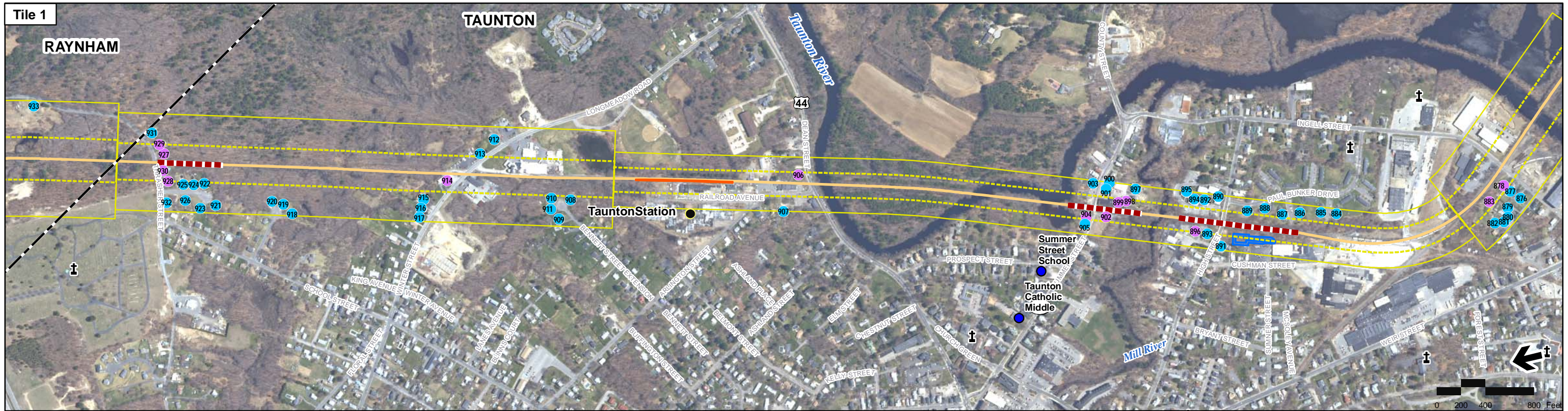


Figure 4.6-6f
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and
 Vibration Mitigation Stoughton Line



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- | | | | | | |
|---------------|----------------------------|-------------------------------------|---------------------------|-----------------------------|----------------------|
| Legend | | Noise Impacts and Mitigation | | Vibration Mitigation | |
| | MBTA Commuter Rail Station | | Residential Severe Impact | | Vibration Mitigation |
| | MBTA Commuter Rail | | Residential Impact | | |
| | Town Boundaries | | Severe Impact | | |
| | Proposed Stations | | Impact | | |
| | South Coast Rail | | Proposed Noise Barrier | | |
| | Proposed Station Platform | | | | |
| | Traction Power Station | | | | |
| | Places of Worship | | | | |
| | Schools | | | | |

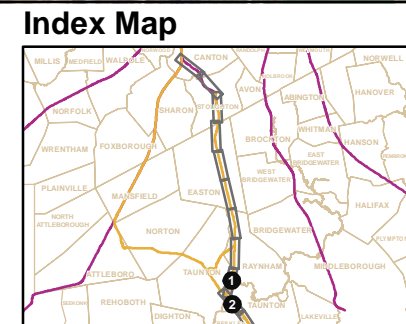
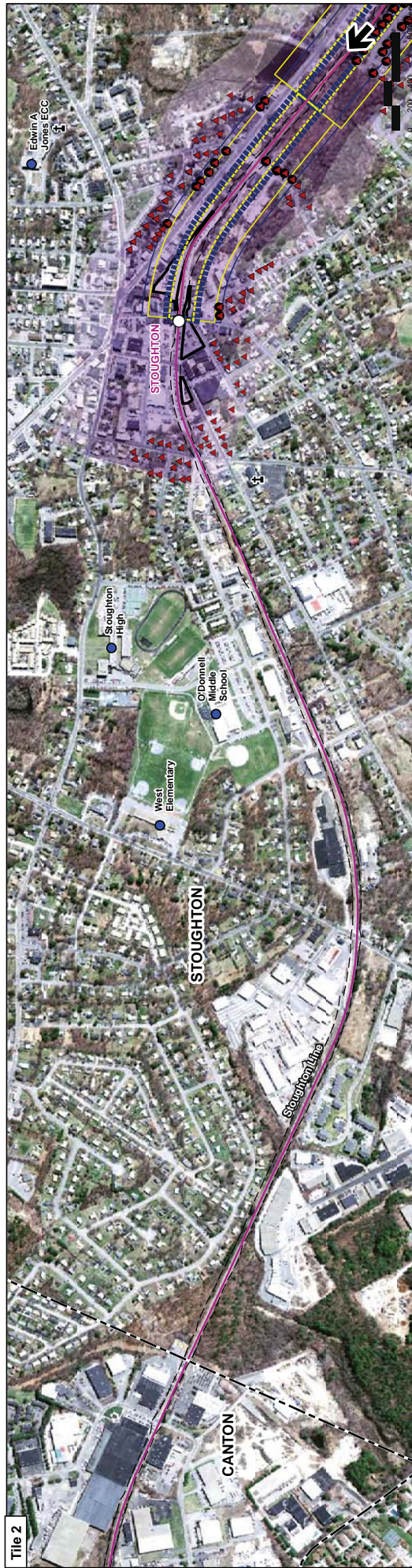


Figure 4.6-6g
 Stoughton/Whittenton Electric Alternative
 Noise Impacts and Mitigation and
 Vibration Mitigation Stoughton Line



Legend

- MBTA Commuter Rail Station
- 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

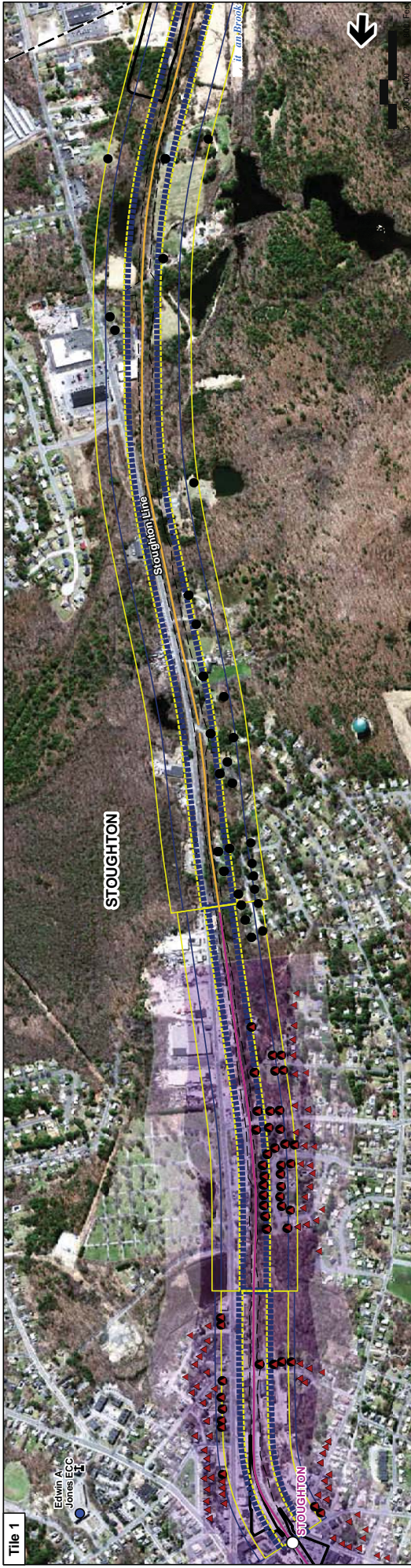
Figure 4.6-6h
Stoughton Alternative - Stoughton Line
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Index Map

Tile 1

Tile 2

****** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g
***** Traction power stations are only required for electric rail alternative



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

Index Map

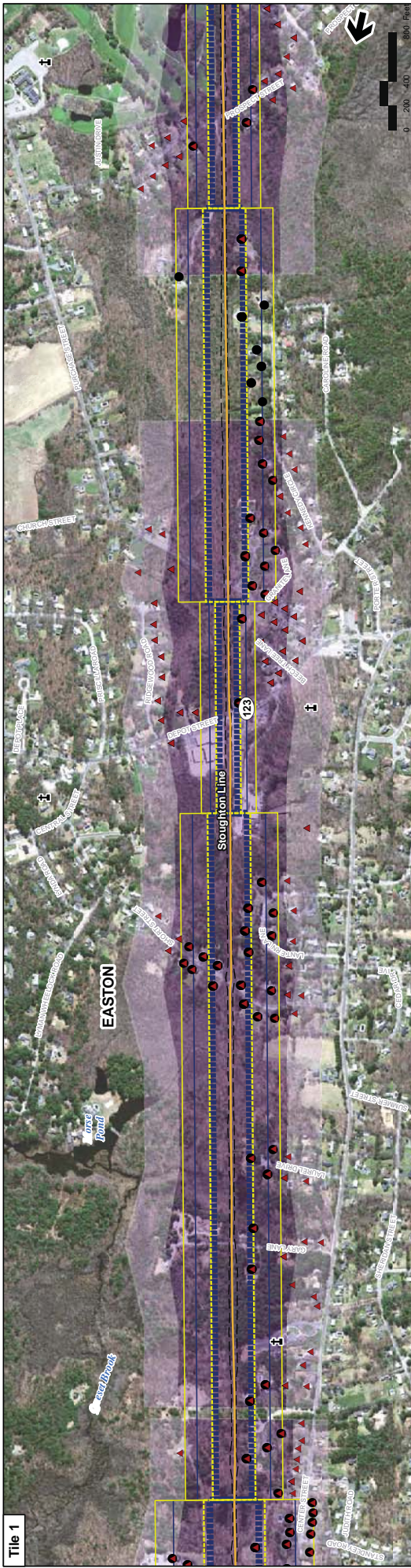
Figure 4.6-6i

Stoughton Alternative - Stoughton Line

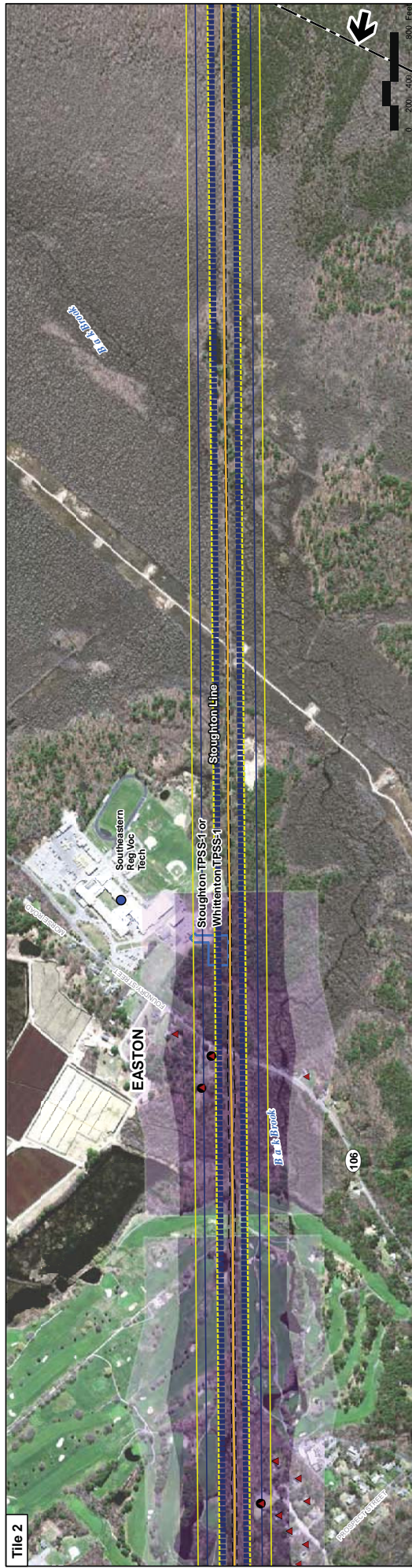
Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Printing Date: 6/23/2009
File: mbta\proj\10111_001\GIS\workspace\Figure4_6-6a-g\Noise_Stoughton_Pkg2.mxd

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g
* Traction power stations are only required for electric rail alternative



Tile 1



Tile 2

Legend

- MBTA Commuter Rail Station
- 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
- ▭ Diesel Impact
- ▭ Horn Impact
- ▭ Horn Severe Impact

Figure 4.6-6j

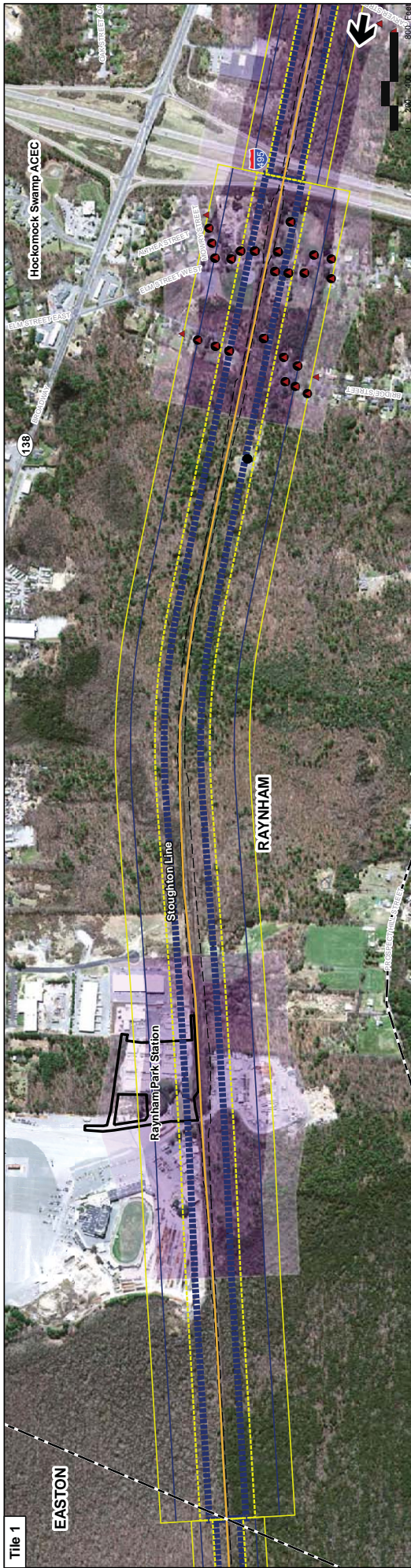
Stoughton Alternative - Stoughton Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Index Map

Printed Date: 6/23/2009 File: h:\mbta\proj\ch1111_001\GIS\proj\ch1111_001\Noise_Stoughton_Pkg1.mxd

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g
* Traction power stations are only required for electric rail alternative



Tile 1



Tile 2

Legend

- MBTA Commuter Rail Station
- 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

Figure 4.6-6k

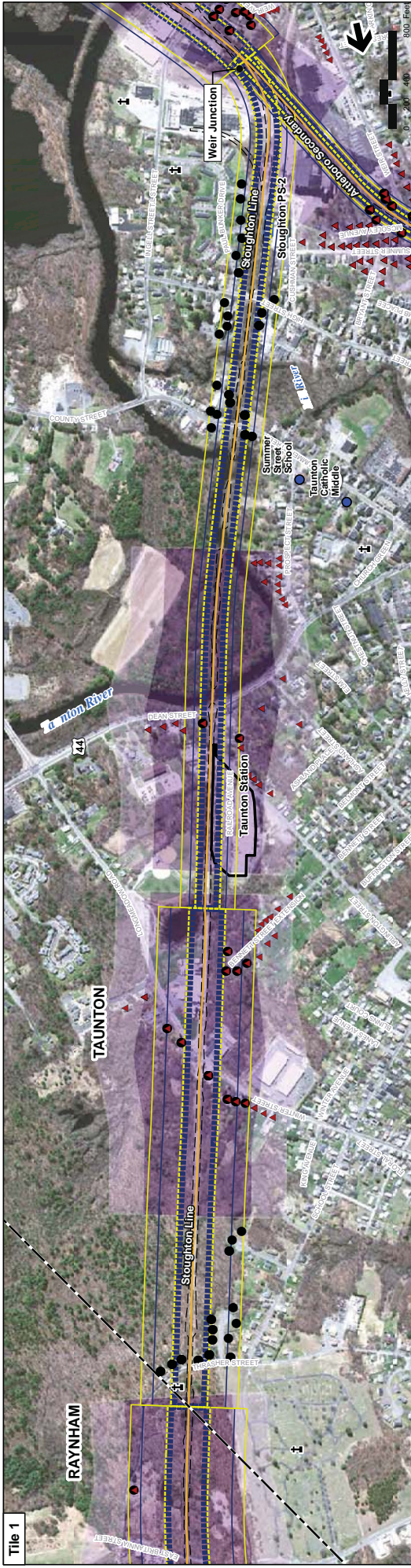
Stoughton Alternative - Stoughton Line

Diesel/Electric Alternative Horn Noise Impacts and Diesel Alternative Train Pass-by Noise Impacts

Index Map

Printing Date: 6/22/2009 File: mbta09proj\ch101111_001\GIS\Project\FPhase07\TrkFromNoise\NoiseC\Noise_Stoughton_Pkg4.mxd

** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g
* Traction power stations are only required for electric rail alternative

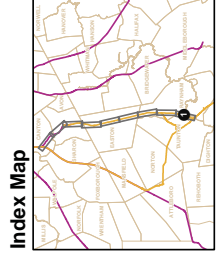


Tile 1

- 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

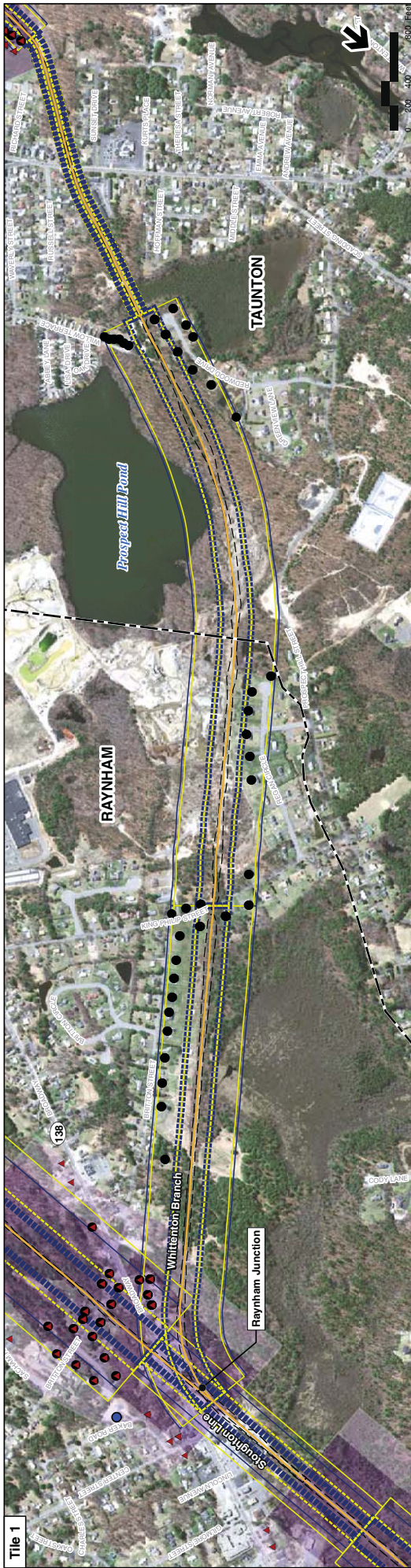
** For updated electric alternative train pass-by noise impacts, refer to Figure 4.6-6a-g

* Traction power stations are only required for electric rail alternative

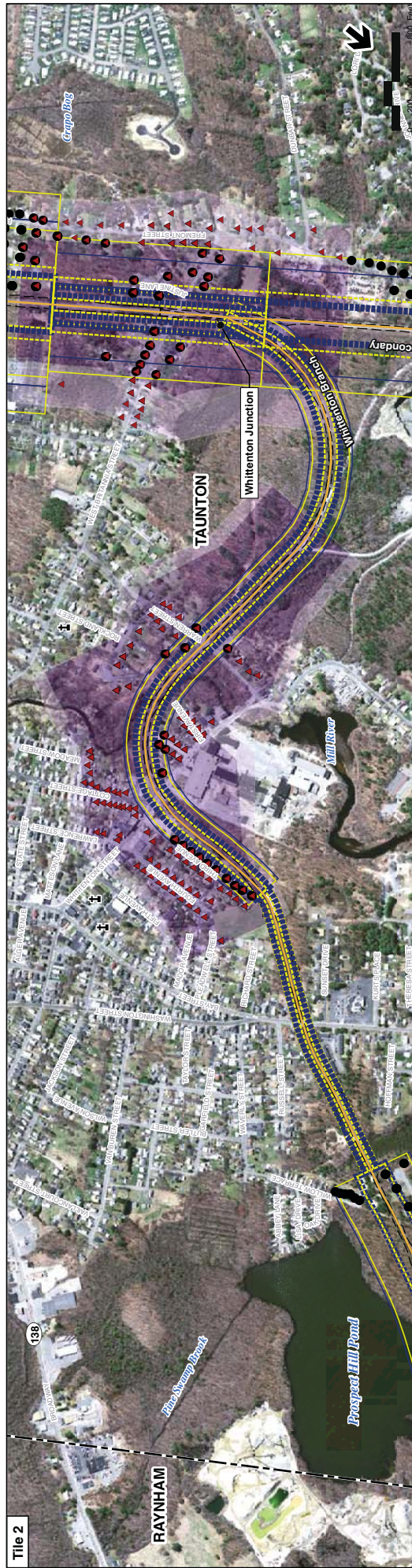


Index Map

Figure 4.6-6f
Stoughton Alternative - Stoughton Line
Diesel/Electric Alternative Horn Noise Impacts and
Diesel Alternative Train Pass-by Noise Impacts



Tile 1



Tile 2

Legend

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

*Traction power stations are only required for electric rail alternative

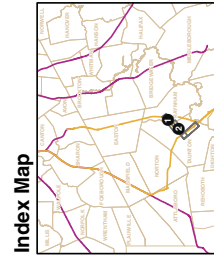


Figure 4.6-7a
Whitton Alternative Diesel/
Electric Alternative Noise Impacts,
Whitton Branch

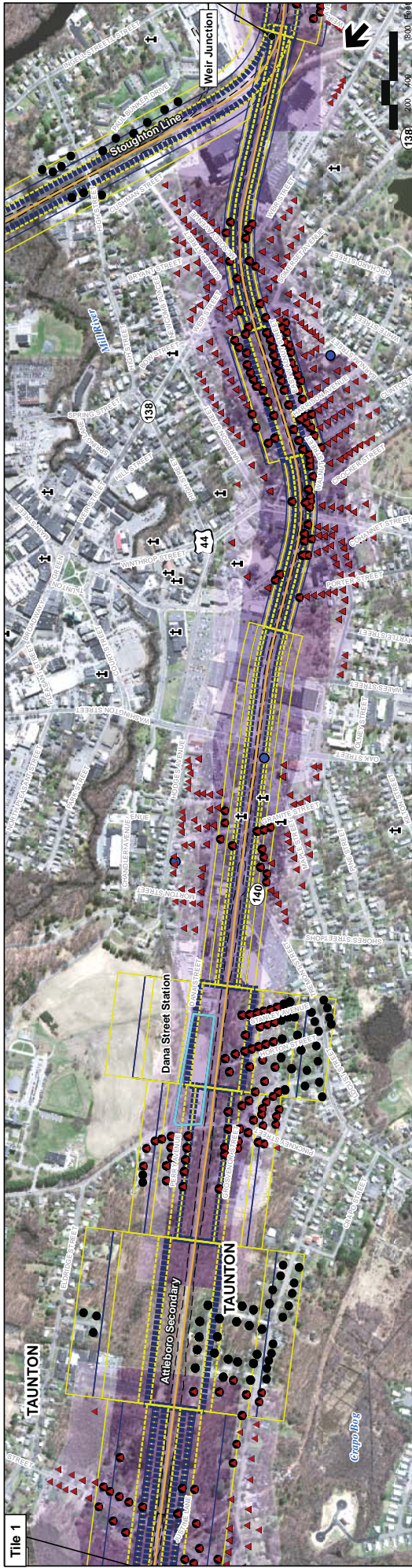
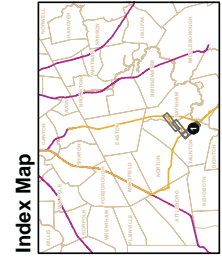


Figure 4.6-7b
Whittenton Alternative
Attleboro Secondary
Noise Impacts



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

*Traction power stations are only required for electric rail alternative