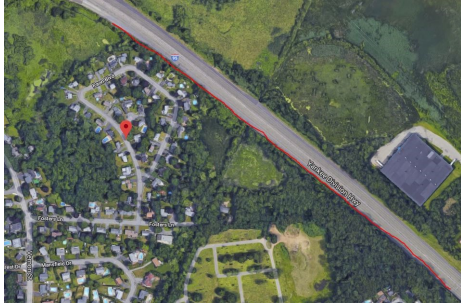
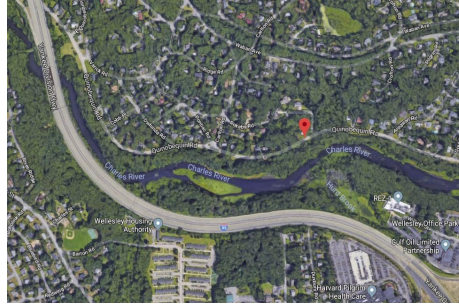


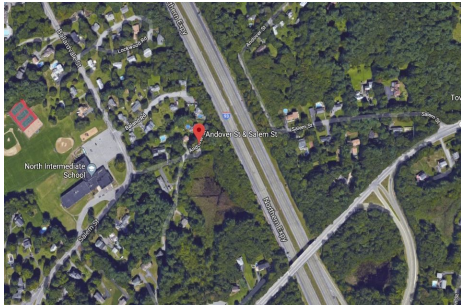
Mass DOT, Type I and II Sound Barrier Priority List
 (Constructed, to be studied, or under design)



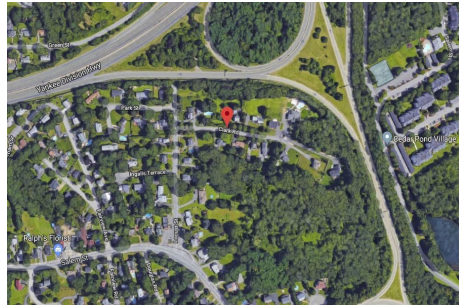
Paon Blvd, Wakefield (Constructed)



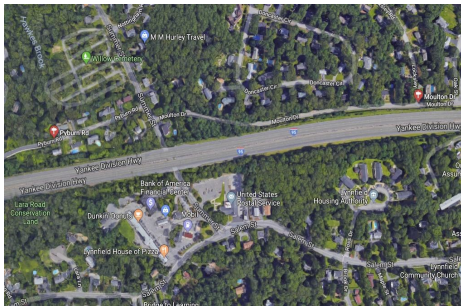
Quinobequin Rd. Wellesley/Newton
 (Constructed)



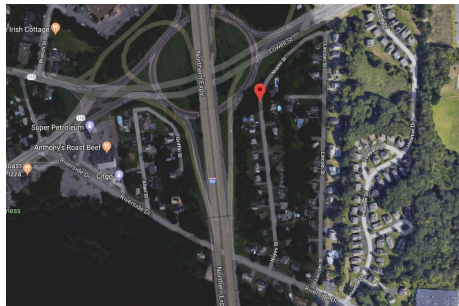
Adover/Salem St. Wilmington
 (to be studied)



Clark Road Lynnfield (Constructed)

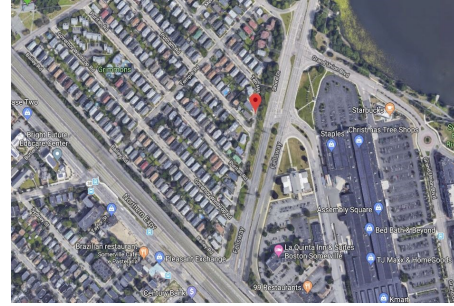


Moulton Dr. Lynnfield (Constructed)

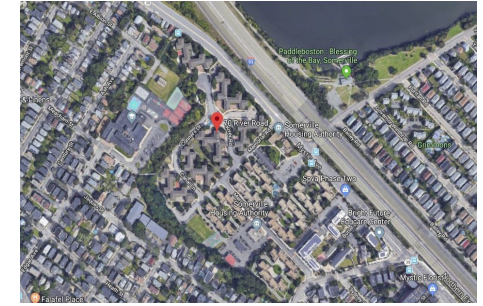


Noyes St. Methuen (Constructed)

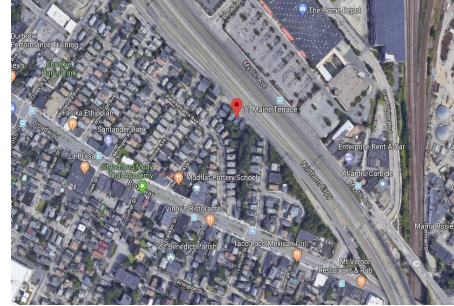
Somerville
 Not on the DOT priority list



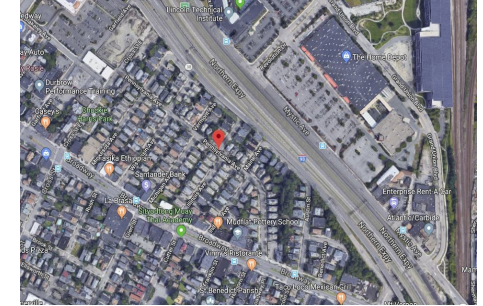
Ten Hill St. Somerville



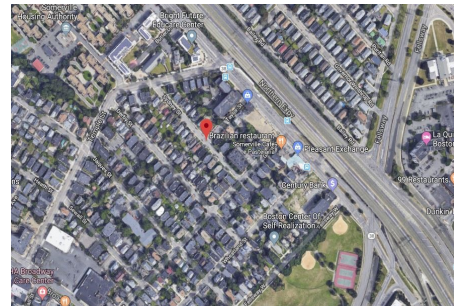
70 River Road Somerville



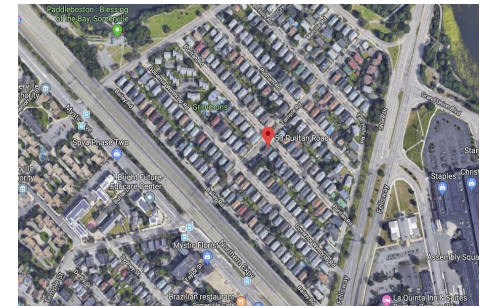
11 Maine Terr. Somerville



Pennsylvania Ave. Somerville



Sydney St. Somerville



50 Puritan Rd. Somerville

Noise Barrier Priority list contrast with Somerville

The Massachusetts Department of Transportation (MassDOT) uses highway noise mitigation as the only criteria for installation of noise barriers. 23 CFR 772 codifies noise abatement procedures and section 772.11 states that “abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit.” There are two standards that meet MassDOT’s criteria to qualify for noise barrier installation along highways. The first is new highway construction or substantial alteration in conditions where noise exceeds the threshold standard of 70 dBa for outdoors (Type I Projects)¹. The second is for existing highways where noise exceeds the 70 dBa threshold standard for outdoors (Type II Projects). There are currently 53 Type II projects included in the MassDOT priority list with an addition of and 17 Type II projects under Turnpike Authority. Somerville is not among them.

When Interstate 93 (I-93) was built in the 1970s the state had agreed to install noise barriers along the sections of the highway in Somerville to reduce the impact of noise in the adjacent neighborhoods. The promised barriers were only placed on the eastern side of I-93 along the 10 Hills neighborhood. Despite agreement to install noise barriers Somerville is not on the MassDOT priority list.

The figure shows images compiled from Google Maps based on the addresses listed on MassDOT Priority list of noise barriers along I-93 and I-95. They include:

- Paon Blvd., Wakefield. Type II along I-95 (constructed)
- Quinobequin Road, Wellesely/Newton. Type II along I-95 (constructed)
- Andover St., Wilmington. Type II along I-93 (to be studied)
- Clark Road, Lynnfield. Type II along I-95 (constructed)
- Moulton Dr., Lynnfield Type II along I-95 (constructed)
- Noyes St., Methuen. Type I along I-93 (constructed)

I-93 in Somerville as it currently exists does not meet the criteria for a Type I project and is not on the MassDOT priority list for Type II projects.

A quick visual analysis shows that Somerville neighborhoods adjacent to the highway are far more densely populated and the homes are in closer proximity to the highway than in other communities on the MassDOT priority list where noise barriers have been constructed. Also, it is important to note is that the residences near the highway in Somerville are primarily triple decker homes housing multiple families in contrast to single family homes.

In 2017 the Community Assessment of Freeway Exposure and Health (CAFEH) study, a community based participatory research collaboration between the Somerville Transportation Equity Project (STEP), Tufts University, and the Welcome Project partnered with Metropolitan Area Research Council (MAPC) to conduct a Health Lens Analysis to asses the impact of the highway on the residents who live nearby and consider the value of noise barriers to mitigate these impacts. This full report can be found on the [CAFEH](#) website.

¹ U.S. Department of Transportation, Federal Highway Administration, Policy and Procedure Memorandum 90-2, Noise Standards and Procedures (February 8, 1973).