



U.S. Department of
Transportation

New England Region

1200 District Avenue
Burlington, MA 01803

**Federal Aviation
Administration**

January 15, 2026

Mr. Flavio Leo
Massachusetts Port Authority
1 Harborside Drive
East Boston MA 02128

Dear Flavio:

The FAA Airports Division, New England Region is in receipt of your Boston Logan Airport 2024 Noise Exposure Map Technical Memorandum, dated 11/3/2025. The Boston-Logan International Airport noise mitigation program predates the FAA Part 150 program. Massport has agreed to follow many of the Part 150 technical and procedural requirements. These include standard noise modeling using the AEDT model, pre-construction acoustical testing of homes, and public notification at key points in the process. This mirroring of the Part 150 program requirements provides some continuity with the airport noise mitigation program nationwide.

After review of the technical memorandum, we confirmed it was based on standard noise modeling. We have reviewed the “humanized” noise contour and agreed to its location. The FAA New England Region, Airports Division hereby accepts the “Boston Logan Airport 2024 Noise Exposure Map”. This Noise Exposure Map (NEM) is valid for 2024 conditions, and it is anticipated that future submittals will include updated/current conditions.

This acceptance does not commit the FAA to fund sound insulation. Potential funding will generally follow the standard AIP funding requirements. Funding is made possible so long as the FAA funding authorization includes the pre-Part 150 “grandfathering” language. Please inform us when the NEM document is posted on the Massport website.

Sincerely,

Luke A. Garrison 
Digitally signed by LUKE A
GARRISON
Date: 2026.01.15 14:00:08 -05'00'

Luke Garrison
Director, Airports Division
New England Region



Massachusetts Port Authority
One Harborside Drive
East Boston, MA 02128-2909
Telephone (617) 568-5000
www.massport.com

December 10, 2025

Mr. Luke Garrison
Director, Airports Division (ANE-600)
Federal Aviation Administration, New England Region
1200 District Avenue
Burlington, MA 01803

RE: Boston Logan (BOS) 2024 Noise Exposure Map Follow-up

Dear Mr. Garrison,

On behalf of the Massachusetts Port Authority (Massport), owner and operator of Boston Logan International Airport (Boston Logan), I have attached for your review and approval the 2024 Boston Logan Noise Exposure Map (NEM). As we have discussed with the FAA, Massport's intention is to submit updated NEMs on a regular basis to better reflect the Boston Logan noise environment and any potential changes.

As you are aware, we have completed the Pilot Phase of the Residential Sound Insulation Program (RSIP) based on the approved 2020 NEM and made possible by the FAA's grant award. The 2024 NEM 65 DNL contour is larger than the 2021 and 2022 NEMs and it includes all the residences currently being assessed for the next phase of the Program.

With the FAA's approval, Massport will utilize this NEM to inform future phases of the residential sound insulation process. We look forward to continuing to collaborate with you and your staff in implementing the future phases of Boston Logan's RSIP program.

Supplemental information and graphics have been provided based on FAA feedback received at our meeting on November 25.

If you have any questions, please contact me or Steve Sulprizio, Manager, Noise Abatement.

Sincerely,

Flavio Leo

Flavio Leo
Director of Aviation Planning and Strategy
Massachusetts Port Authority

Cc: Lisa Lesperance, Cheryl Quaine (FAA); Steve Sulprizio (Massport)

Attachment: Boston Logan International Airport 2024 NEM Technical Memorandum, Boston Logan International Airport 2024 NEM Technical Memorandum, FAA Supplemental Information, and RSIP Potentially Eligible Property Maps with 65 DNL Contours



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Burlington, MA 01803
781.229.0707
www.hmmh.com

TECHNICAL MEMORANDUM

To: Flavio Leo
Steve Sulprizio
Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128

From: Kate Larson
Bryan Rand
Robert C. Mentzer Jr.

Date: 11/03/2025

Subject: Boston Logan International Airport 2024 Noise Exposure Map

Reference: HMMH Project Number 03-10830.011

This memo has been prepared in support of Massport's Residential Sound Insulation Program (RSIP) around Boston Logan International Airport (BOS) which requires maintaining a recent Noise Exposure Map (NEM) on file with the Federal Aviation Administration (FAA).

This most recent set of DNL contours for Logan Airport represents calendar year 2024, as prepared for the Boston Logan International Airport 2024 Environmental Data Report (EDR). This memorandum serves three purposes:

- Provide an updated set of Day-Night Average Sound Level (DNL) contours to serve as the RSIP NEM
- Identify the land uses within the updated NEM DNL 65 dB contour
- Provide a tabulation of population and housing unit counts within a “humanized” version of the NEM DNL 65 contour

1 Day-Night Average Sound Level Contours for 2024

Massport used the FAA's Aviation Environmental Design Tool (AEDT), version 3g to develop the Logan Airport 2024 DNL contours¹. The DNL contours are presented graphically in **Figure 1**, showing the 65 to 75 dB contours in 5-decibel increments, overlaid on the land use base map. DNL 65 dB is the focus of much of the noise analysis, as it is the threshold for noise compatibility with residential land use,^{2,3} for both FAA and the U.S. Department of Housing and Urban Development.

The only residential land uses within the 2024 DNL 65 dB contour are in Winthrop (Winthrop proper, Point Shirley, and Court Road), Revere, and East Boston (East Boston proper, Orient Heights, and Eagle Hill). All of the residential areas within the 2024 DNL 65 dB contour are in areas previously included under Massport's

¹ Released in August 2024, version 3g is the most recent version of FAA's AEDT model at the start of the modeling process (and as of the date of this memo)

² 14 Code of Federal Regulations Part 150, Appendix A to Part 150 Noise Exposure Maps, Sec. A150.101(d)).

³ 24 Code of Federal Regulations Part 51, Subpart B Noise Abatement and Control, Sec. 51.103(c)).

RSIP. Massport has reached out to property owners that are in eligible neighborhoods but have not yet participated in the program or are in homes that were treated in the program prior to 1993.

Massport estimates the population exposed to airport noise of DNL 65 dB or greater in 5 dB increments in their annual environmental reporting. The DNL contours and U.S. Census block centroids and population data are imported into Geographical Information Systems (GIS) software⁴. Then the analysis process determines the fraction of the area of each census block that is residential land use and that is within each defined contour increment. That fraction is then applied to the census block population and dwelling units counts. **Table 1** lists the estimated total number of dwelling units and people within the 2024 DNL 65 dB contour, by community and by 5-decibel increments.

Table 1. Noise-Exposed Dwelling Units and Population within the 2024 DNL 65 dB Contour

Dwelling Units	> 75 dB DNL	70–75 dB DNL	65 ¹ –70 dB DNL	Total (65+ dB) ¹ DNL
Boston ²	0	0	1,212	1,212
Revere	0	0	1,343	1,343
Winthrop ³	0	82	499	581
Total (All communities)	0	82	3,054	3,136
Population	> 75 dB DNL	70–75 dB DNL	65 ¹ –70 dB DNL	Total (65+ dB) ¹ DNL
Boston ²	0	0	3,373	3,373
Revere	0	0	3,371	3,371
Winthrop ³	0	192	1,044	1,236
Total (All communities)	0	192	7,788	7,980

Notes: Population counts use the 2020 U.S. Census block data, merged with 2016 Residential Land Use. 2024 noise analysis uses AEDT version 3g.

1 Day-Night Average Sound Level (DNL) 65 decibel (dB) is the federally defined noise criterion used as a guide to identify where residential land use is considered noncompatible with aircraft noise.

2 The Boston area within the contours only includes portions of the Orient Heights and Eagle Hill neighborhoods of East Boston, as well as small parts of East Boston proper.

3 The Winthrop area within the contours includes parts of the Point Shirley and Court Road neighborhoods as well as small parts of Winthrop proper.

Source: HMMH, 2025

⁴The 2020 U.S. Census data (accessed 10/6/2021 from [USA Census 2020 Redistricting Blocks](#) website) forms the basis of the population counts for the 2024 DNL contours





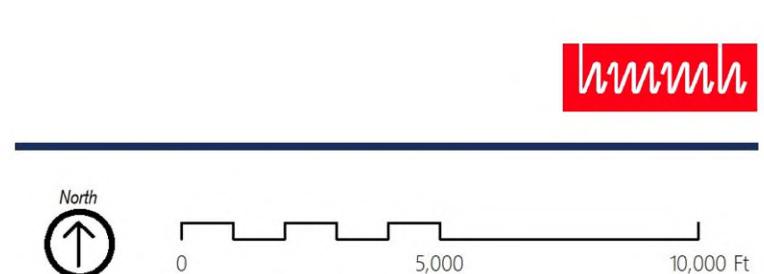
Figure 1

2024 RSIP DNL Contours

- 2024 DNL 65 Contour
- 2024 DNL 70 Contour
- 2024 DNL 75 Contour

- BOS Airport Boundary
- Runways
- ▲ Permanent Noise Monitor

■	Residential - Single Family	■	Right-of-way
■	Residential - Multi-Family	■	Agriculture
■	Residential - Other	■	Open Space
■	Commercial	■	Forest
■	Industrial	■	Bare Land
■	Mixed Use	■	Wetland
■	Other Impervious	■	Water



2 Land Use within 2024 DNL Contours

The 2024 DNL 65 dB contour encompasses much of the airport property and an additional 3.6 square miles of area, over 80 percent of which is water, shore, or wetlands off airport property. **Table 2** lists the off-airport area within the contours by land use classification, broken down by contour intervals.

Table 2. Land Use Area Off Airport Property Contained within the 2024 DNL 65 dB Contour

Land Use (Off Airport Property)	65–70 dB DNL	70–75 dB DNL	> 75 dB DNL
	Area (SqMi)	Area (SqMi)	Area (SqMi)
Residential - Multi-Family	0.080	0.001	0
Residential - Single Family	0.053	0.004	0
Mixed Use - Primarily Residential	0.003	0	0
Commercial/Industrial	0.091	0.002	0
Transportation	0.294	0.048	0.002
Water/Wetlands	2.869	0.616	0.024
Undeveloped/Open Space	0.245	0.026	0
Total	3.635	0.698	0.026

Source: HMMH, 2025

3 Humanized Day-Night Average Sound Level Contour for 2024

Where the computer-generated noise contours cut through residential land use areas, Massport applies a “humanization” process⁵ in the implementation of its soundproofing program, drawing the eligibility line slightly beyond the contour extents where the contour line passes through property boundaries. The goal is to encompass, where practicable, connected neighborhood blocks, rather than dividing a block. **Figure 2** shows the 2024 DNL 65 dB contour with the humanization adjustments. **Figure 3** presents the seven individual areas where the contour intersects residential land use. **Figures 3a – 3g** present enlargements of each of these individual areas.

⁵ Following guidance provided by FAA Airport Improvement Program, Appendix R, Section R-9 Block Rounding



Figure 2

2024 RSIP DNL 65 Humanized Contour

2024 RSIP Humanized Contour Line

2024 RSIP Forecast Contour Line

BOS Airport Boundary

Runways

Permanent Noise Monitor

Residential - Single Family

Residential - Multi-Family

Residential - Other

Commercial

Industrial

Mixed Use

Right-of-way

Agriculture

Open Space

Forest

Bare Land

Wetland

Other Impervious



0 5,000 10,000 Ft

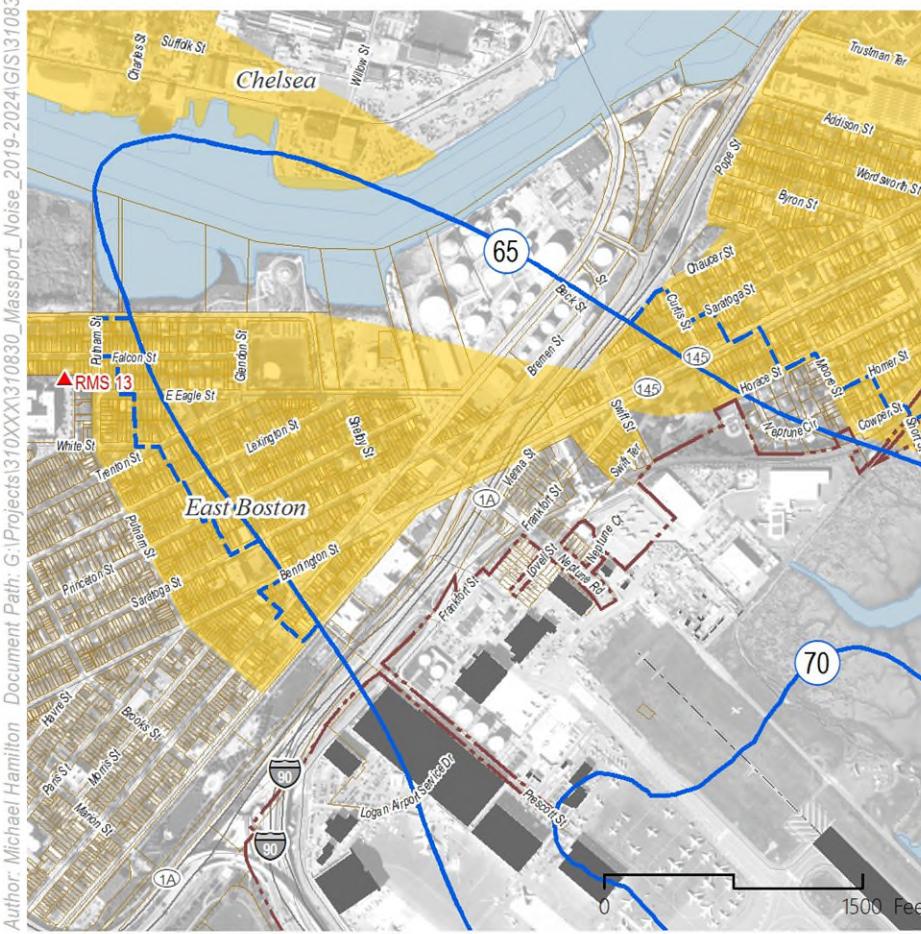
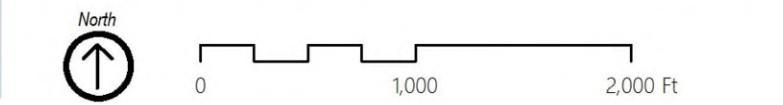


Figure 3

2024 RSIP DNL 65 Humanized Contour Over Residential Areas

- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- ▲ Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary



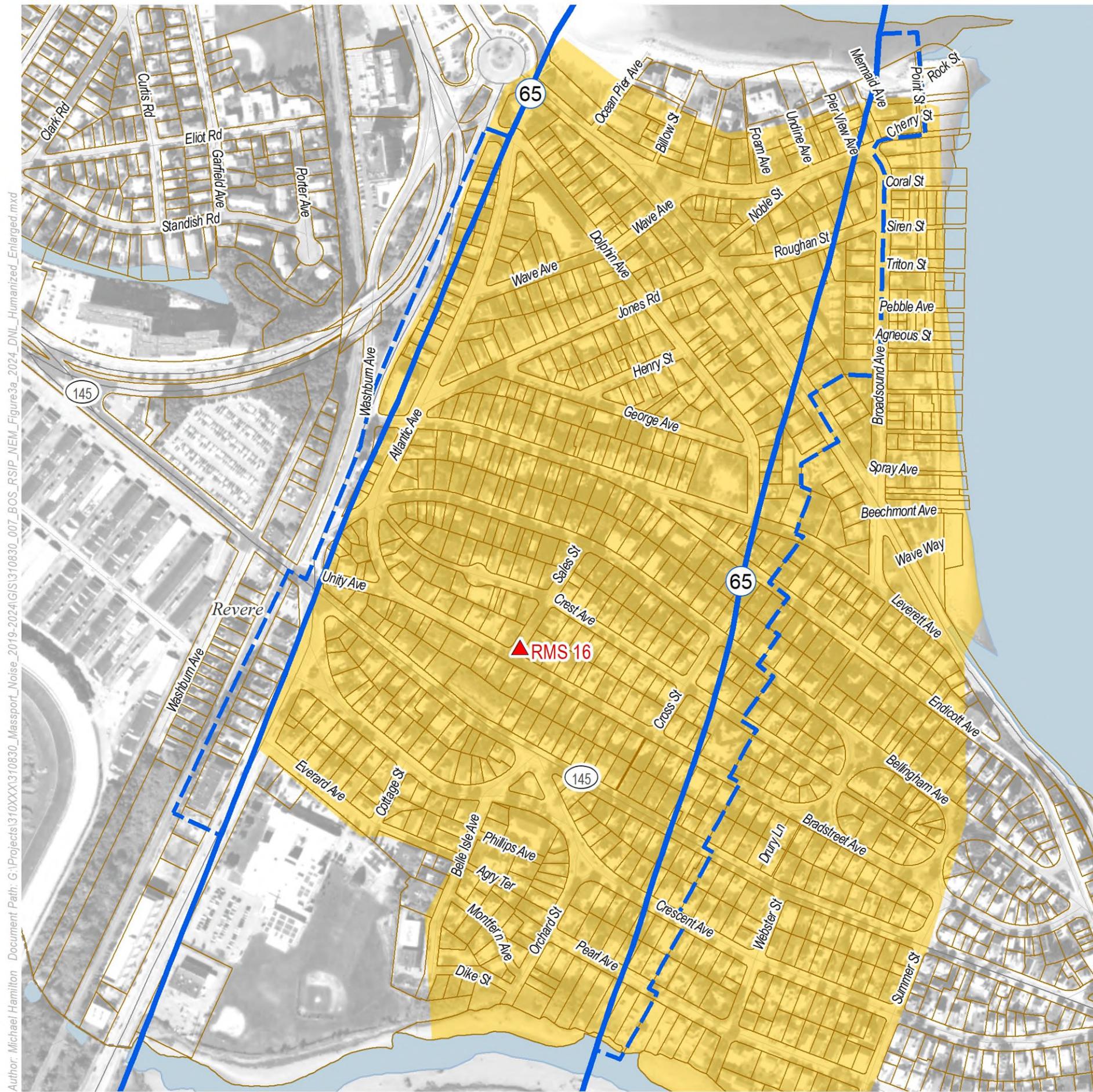
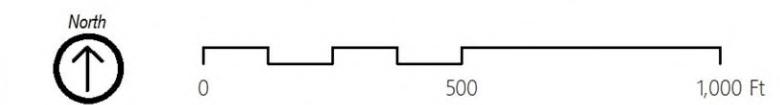


Figure 3a

2024 RSIP DNL 65 Humanized Contour Over Residential Areas

- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary



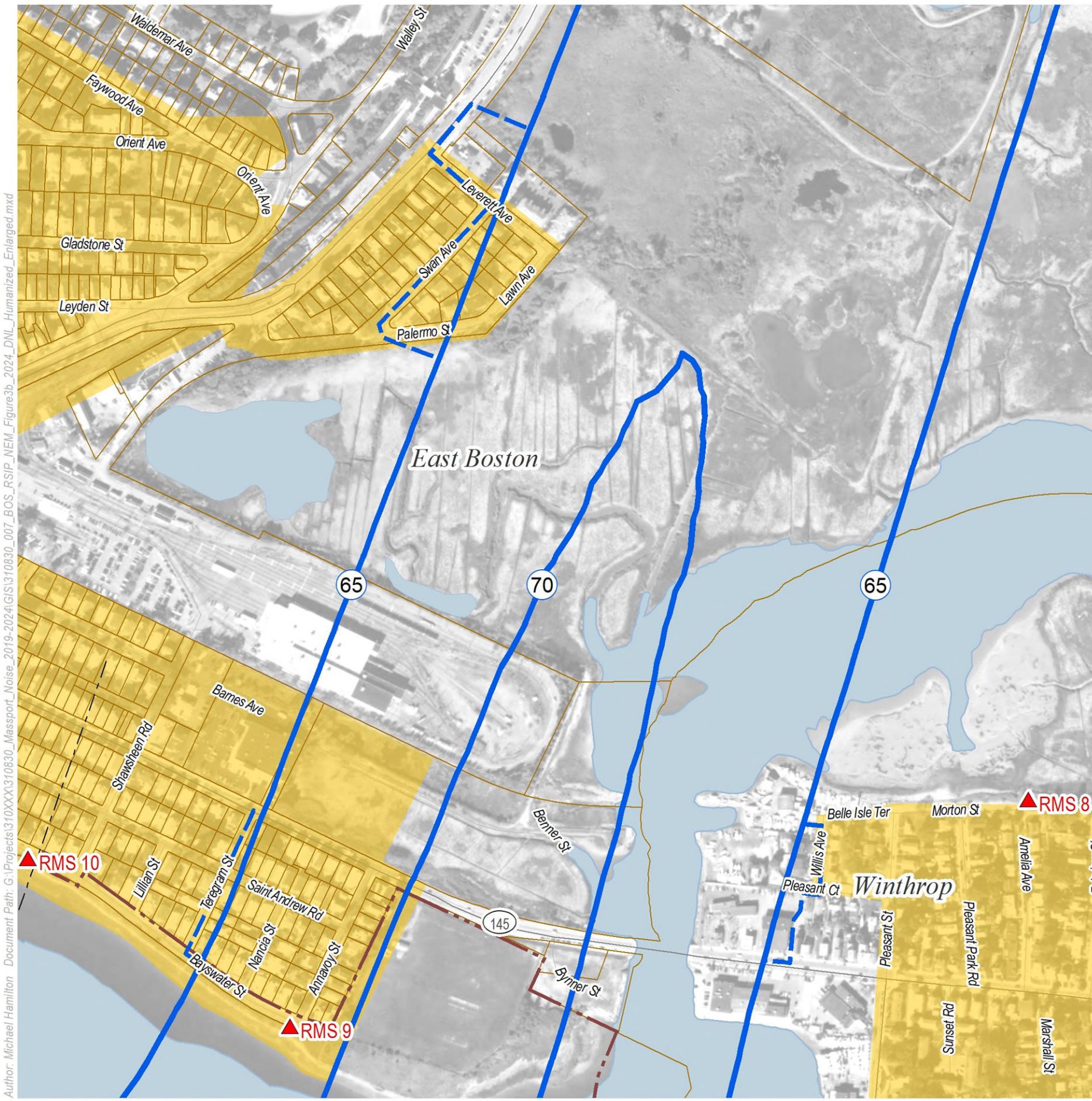


Figure 3b

2024 RSIP DNL 65 Humanized Contour Over Residential Areas

- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- ▲ Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary

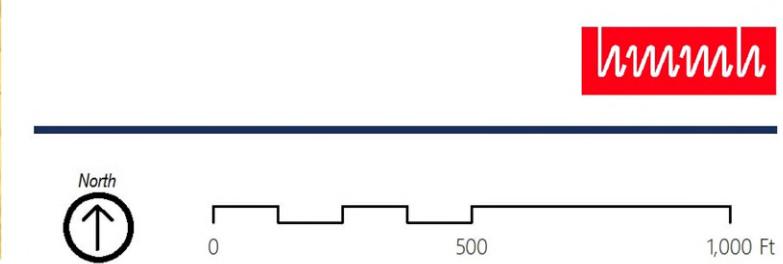




Figure 3c

2024 RSIP DNL 65 Humanized Contour Over Residential Areas

- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- ▲ Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary

hmmhh

North
↑

0 500 1,000 Ft



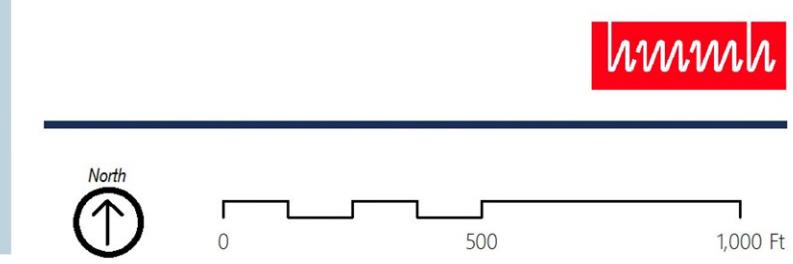
Source: Harris Miller Miller & Hanson Inc. 2018, U.S. Department of Agriculture, National Agriculture Imagery Program (NAIP), 2018; MassGIS



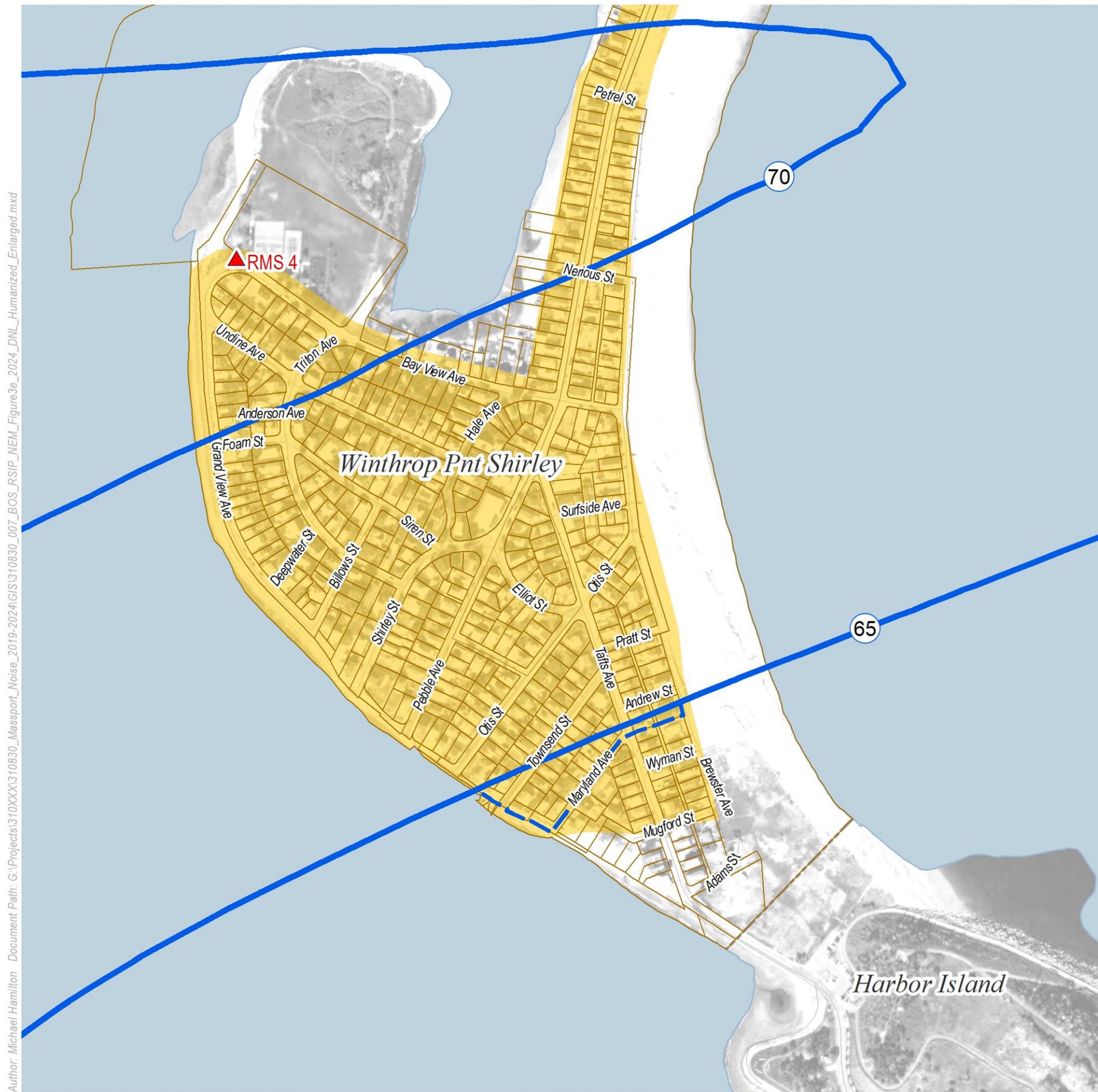
Figure 3d

2024 RSIP DNL 65 Humanized Contour Over Residential Areas

- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary



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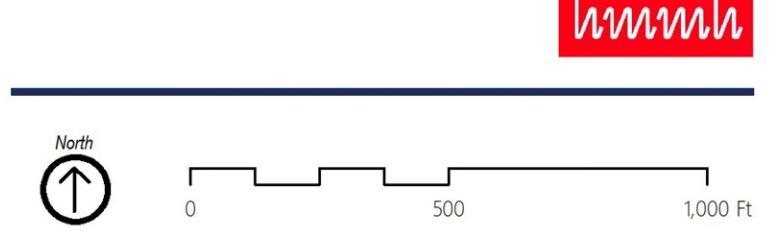
Source: Harris Miller Miller & Hanson Inc. 2018, U.S. Department of Agriculture, National Agriculture Imagery Program (NAIP), 2018; MassGIS



Figure 3e

2024 RSIP DNL 65 Humanized Contour Over Residential Areas

- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary



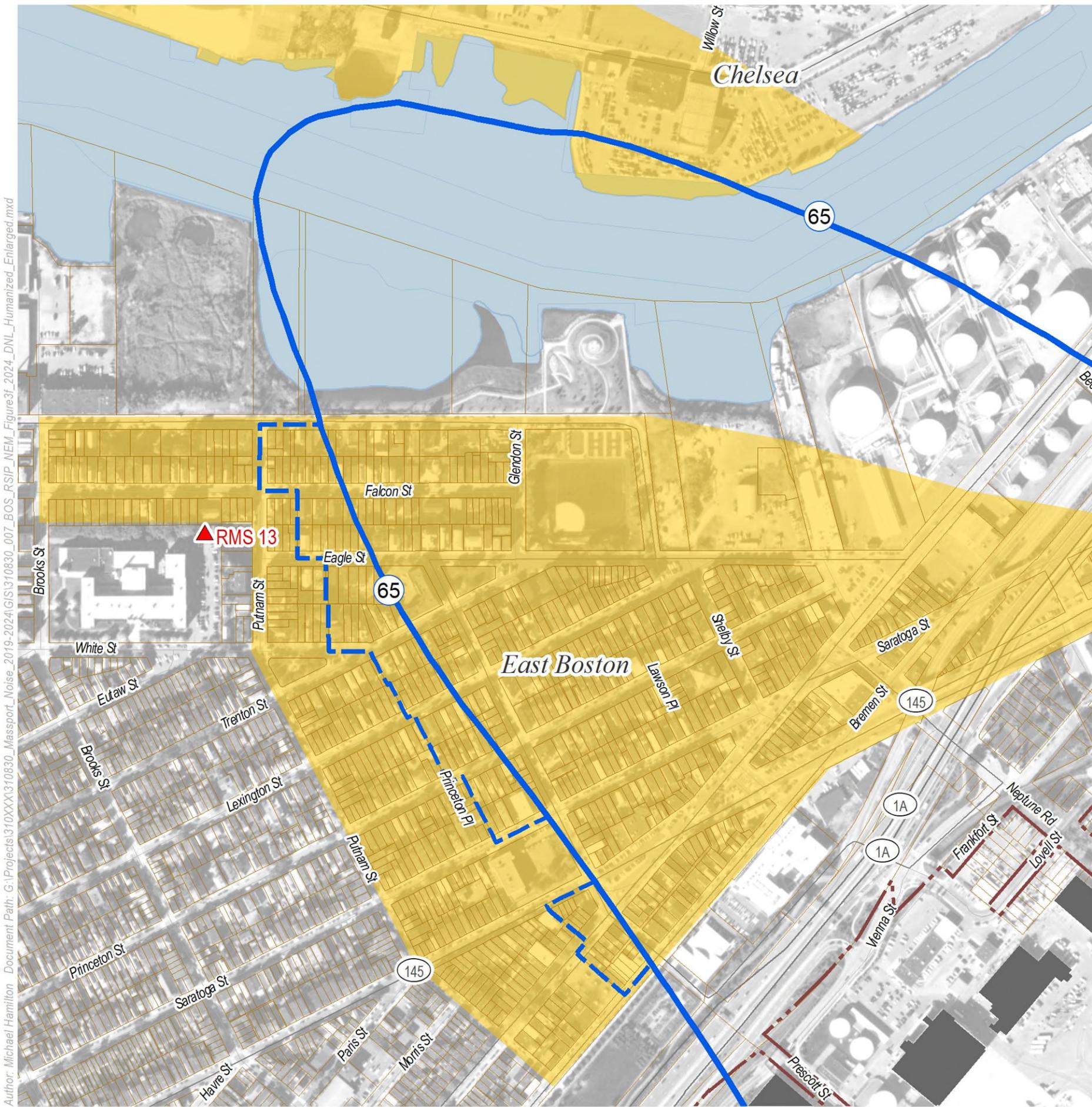
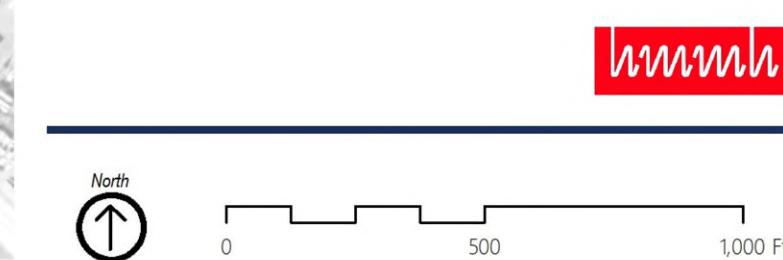
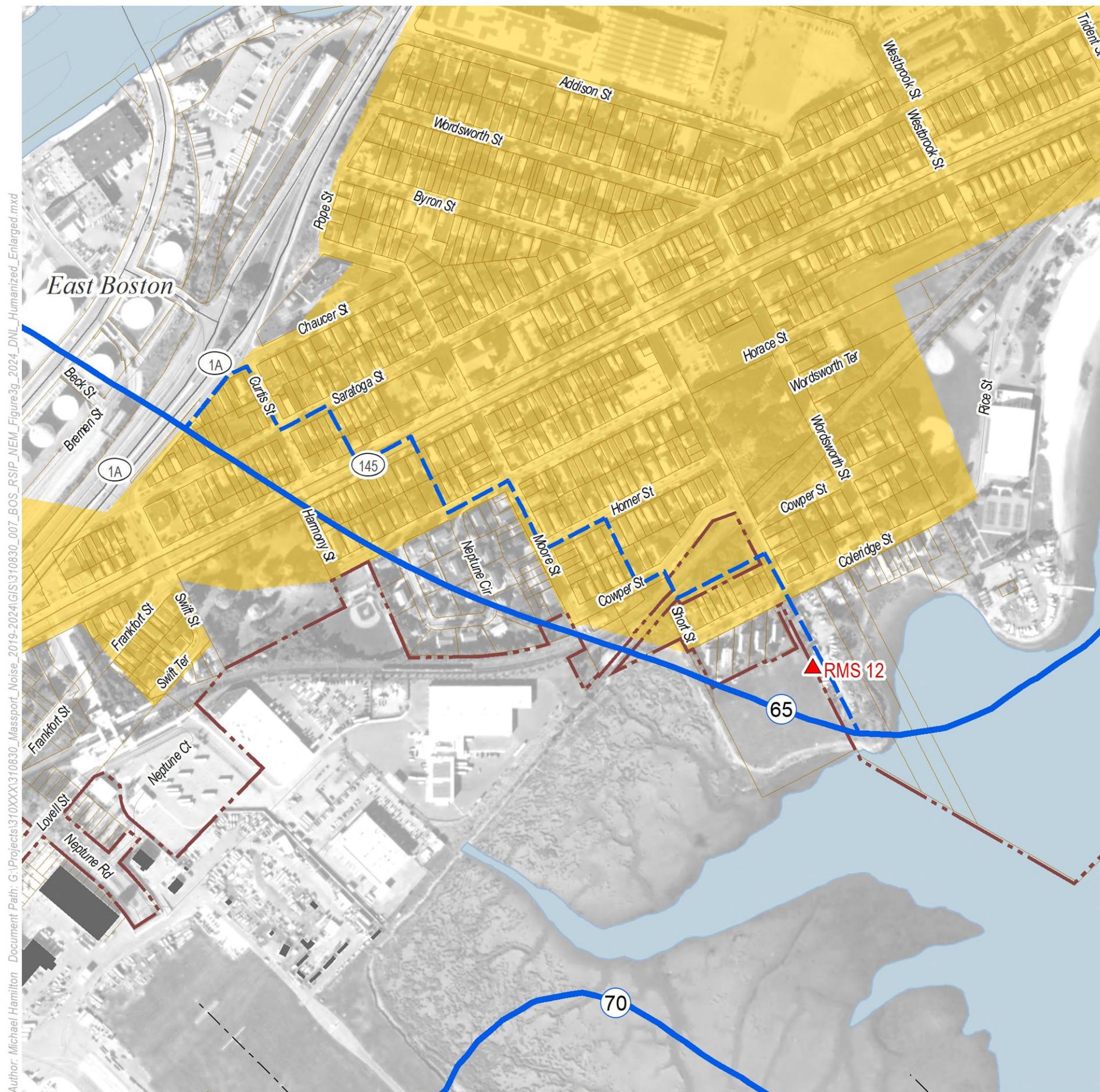


Figure 3f

2024 RSIP DNL 65 Humanized Contour Over Residential Areas

- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary





Source: Harris Miller Miller & Hanson Inc. 2018, U.S. Department of Agriculture, National Agriculture Imagery Program (NAIP), 2018; MassGIS



Figure 3g

2024 RSIP DNL 65 Humanized Contour Over Residential Areas

- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary

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North
0 500 1,000 Ft

The humanization process adds approximately 2,021 more people in 844 more dwelling units⁶ to the region enclosed by the 2024 DNL 65 dB contour. **Table 3** lists the dwelling unit and population counts by community, noting the difference made by expanding the eligibility line. The majority of those homes have already received sound insulation treatment. Massport will use RSIP records to produce an estimate of the properties currently eligible for participation in the program. Field verification of the individual neighborhoods is required in order to determine an accurate count of the number of dwelling units within the DNL 65 dB line that have not been sound-insulated or which were treated prior to 1993.

Table 3. Noise-Exposed Dwelling Units and Population within the Humanized 2024 DNL 65 dB Contour

Dwelling Units	70–75 dB DNL	65 ¹ –70 dB DNL	Total (65+ dB) ¹ DNL	Estimated Additional due to Humanization Process
Boston	0	1,685	1,685	473
Chelsea	0	0	0	0
Everett	0	0	0	0
Revere	0	1,585	1,585	242
Winthrop	82	628	710	129
Total (All communities)	82	3,898	3,980	844
Population	70–75 dB DNL	65 ¹ –70 dB DNL	Total (65+ dB) ¹ DNL	Estimated Additional due to Humanization Process
Boston	0	4,502	4,502	1,129
Chelsea	0	0	0	0
Everett	0	0	0	0
Revere	0	3,932	3,932	561
Winthrop	192	1,375	1,567	331
Total (All communities)	192	9,809	10,001	2,021

Notes: Population counts use the 2020 U.S. Census block data, merged with 2016 Residential Land Use. The 2024 noise analysis uses AEDT version 3g; the humanization process extends the contour line outward to include whole neighborhood blocks, if possible.

¹ Day-Night Average Sound Level (DNL) 65 decibel (dB) is the federally-defined noise criterion used as a guide to identify where residential land use is considered noncompatible with aircraft noise.

Source: HMMH, 2025

⁶These estimates are calculated with GIS software that determines the fraction of the area of each census block that is residential land use and that is within the contour. That fraction is applied to the census dwelling units and population counts for that block.

TECHNICAL MEMORANDUM

To: Flavio Leo
Steve Sulprizio
Massachusetts Port Authority
One Harborside Drive, Suite 200S
East Boston, MA 02128

From: Kate Larson
Bryan Rand
Robert C. Mentzer Jr.

Date: 12/04/2025

Subject: Boston Logan International Airport 2024 Noise Exposure Map, FAA Supplemental Information

Reference: HMMH Project Number 03-10830.011

In response to discussion with Federal Aviation Administration (FAA) reviewers, HMMH has prepared supplemental data and figures demonstrating the differences between the approved 2022 Boston Logan International Airport (BOS) Noise Exposure Map (NEM) and the proposed 2024 BOS NEM, documented in a memorandum dated 11/03/2025.

Massport is using the 2024 Day-Night Average Sound Level (DNL) contours as prepared for the Boston Logan International Airport 2024 Environmental Data Report (EDR) as the basis for updating the NEM in support of Massport's Residential Sound Insulation Program (RSIP). Where the computer-generated noise contours cut through residential land use areas, Massport applies a "humanization" process¹ in the implementation of its soundproofing program, drawing the eligibility line slightly beyond the contour extents where the contour line passes through property boundaries. The goal is to encompass, where practicable, connected neighborhood blocks, rather than dividing a block.

The only residential land uses within the 2024 DNL 65 dB contour are in **Winthrop** (Winthrop proper, Point Shirley, and Court Road), **Revere**, and **East Boston** (East Boston proper, Orient Heights, and Eagle Hill). Primarily due to runway usage shifts, the 2024 DNL 65 dB contour does not encompass quite as much of the residential area in East Boston as did the corresponding 2022 contour, but it includes more residential area in Winthrop. The 2024 and 2022 DNL 65 dB contours over Revere are nearly identical. For this reason, Massport decided to keep the humanized contour lines that had been adopted for the 2022 NEM in place for the 2024 NEM in East Boston and in Revere, while developing new humanized contour lines for Winthrop's Point Shirley neighborhood.

Figures 1 and 2 present enlargements of each of the individual areas in Point Shirley, Winthrop, where it was necessary to develop new humanized contours, shown by dashed blue lines for 2024. The solid and dashed pink lines in the figures represent the 2022 DNL contours from AEDT and the 2022 humanization adjustment, respectively.

¹ Following guidance provided by FAA Airport Improvement Program, Appendix R, Section R-9 Block Rounding



Figure 1 (corresponds to Figure 3d in 11/03/25 memo)

2022, 2024 RSIP DNL 65 Humanized Contours over Residential Areas

- 2022 RSIP Humanized Contour Line (65 dB DNL)
- 2022 RSIP Forecast Contour Line (65-70 dB DNL)
- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)

- BOS Airport Boundary
- Runways
- ▲ Permanent Noise Monitor
- Sound Insulation Areas
- Parcel Boundary

hmmh

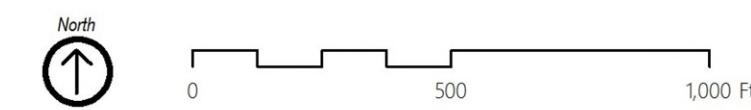
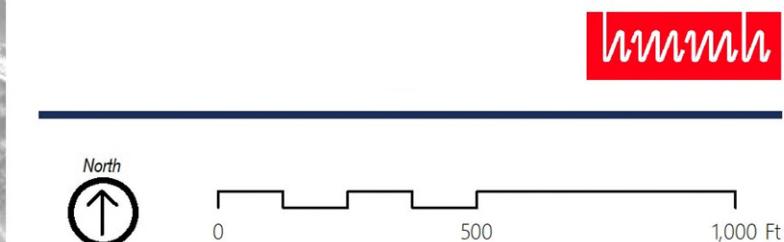




Figure 2 (corresponds to Figure 3e in 11/03/25 memo)

2022, 2024 RSIP DNL 65 Humanized Contours over Residential Areas

- 2022 RSIP Humanized Contour Line (65 dB DNL)
- 2022 RSIP Forecast Contour Line (65-70 dB DNL)
- 2024 RSIP Humanized Contour Line (65 dB DNL)
- 2024 RSIP Forecast Contour Line (65-70 dB DNL)
- BOS Airport Boundary
- Runways
- ▲ Permanent Noise Monitor
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As noted in the 11/03/2025 memo, the humanization process adds approximately 2,021 more people in 844 more dwelling units² to the region enclosed by the 2024 DNL 65 dB contour. However, most of those homes (715 in East Boston and Revere) were already included within the FAA-approved 2022 NEM which is currently being used for the BOS RSIP. **Table 1** lists the dwelling unit and population counts by community for the DNL contours and the humanized contours for both 2022 and 2024, with differences shown in the far right column. 145 additional dwelling units, all in Winthrop, representing approximately 352 people, are newly included in the 2024 humanized NEM contours that were not in the 2022 humanized NEM contours.

It is important to note that the majority of those homes have already received sound insulation treatment. The yellow shading on Figures 1 and 2 indicates the neighborhoods which have been included in Massport's RSIP over the past several decades. Massport will use RSIP records to produce an estimate of the properties currently eligible for participation in the program. Field verification of the individual neighborhoods is required in order to determine an accurate count of the number of dwelling units within the DNL 65 dB line that have not been sound-insulated or which were treated prior to 1993.

Table 1. Noise-Exposed Dwelling Units and Population: BOS 2022 and 2024 DNL and Humanized Contours

Dwelling Units	2022 DNL Total (65+)	2022 Additional due to Humanization	2022 NEM Total	2024 DNL Total (65+)	2024 Additional due to Humanization	2024 NEM Total	2024 – 2022 Difference in NEM Total
Boston	1415	270	1685	1212	473	1685	0
Chelsea	0	0	0	0	0	0	0
Everett	0	0	0	0	0	0	0
Revere	1360	225	1585	1343	242	1585	0
Winthrop	437	128	565	581	129	710	145
Total (All communities)	3212	623	3835	3136	844	3980	145
Population	2022 DNL Total (65+)	2022 Additional due to Humanization	2022 NEM Total	2024 DNL Total (65+)	2024 Additional due to Humanization	2024 NEM Total	2024 – 2022 Difference in NEM Total
Boston	3862	640	4502	3373	1129	4502	0
Chelsea	0	0	0	0	0	0	0
Everett	0	0	0	0	0	0	0
Revere	3416	516	3932	3371	561	3932	0
Winthrop	907	308	1215	1236	331	1567	352
Total (All communities)	8185	1464	9649	7980	2021	10001	352

²These estimates are calculated with GIS software that determines the fraction of the area of each census block that is residential land use and that is within the contour. That fraction is applied to the census dwelling units and population counts for that block.



East Boston

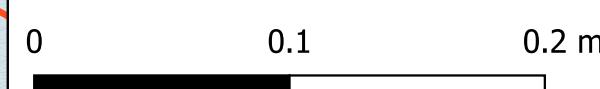
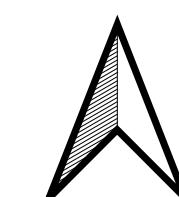
65 DNL Humanized Contours

- 2020 Humanized Contour
- 2021 Humanized Contour
- 2022 Humanized Contour
- 2024 Humanized Contour copy

Impacted Properties

- 2021 Potentially Eligible [223]
- 2022 Potentially Eligible [387]
- All Parcels

Basemap



	East Boston	Revere	Winthrop	Total
Inside 2020 Program Area	0	65	44	109
Inside 2021 Program Area	75	25	123	223
Inside 2022 Program Area	162	24	201	387
Inside 2024 Program Area	0	0	64	64
Total	237	114	432	783

Printed 12/08/2025

Revere

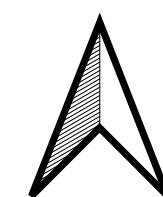
65 DNL Humanized Contours

- 2020 Humanized Contour
- 2021 Humanized Contour
- 2022 Humanized Contour
- 2024 Humanized Contour copy

Impacted Properties

- 2020 Potentially Eligible [109]
- 2021 Potentially Eligible [223]
- 2022 Potentially Eligible [387]
- All Parcels

Basemap



0 0.1 0.2 mi

Printed 12/08/2025

	East Boston	Revere	Winthrop	Total
Inside 2020 Program Area	0	65	44	109
Inside 2021 Program Area	75	25	123	223
Inside 2022 Program Area	162	24	201	387
Inside 2024 Program Area	0	0	64	64
Total	237	114	432	783

East Boston / Winthrop

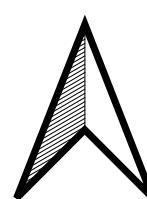
65 DNL Humanized Contours

- 2020 Humanized Contour
- 2021 Humanized Contour
- 2022 Humanized Contour
- 2024 Humanized Contour copy

Impacted Properties

- 2022 Potentially Eligible [387]
- All Parcels

Basemap



0 0.1 0.2 mi

Printed 12/08/2025

	East Boston	Revere	Winthrop	Total
Inside 2020 Program Area	0	65	44	109
Inside 2021 Program Area	75	25	123	223
Inside 2022 Program Area	162	24	201	387
Inside 2024 Program Area	0	0	64	64
Total	237	114	432	783

Winthrop

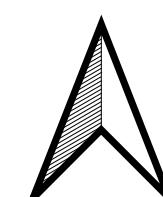
65 DNL Humanized Contours

- 2020 Humanized Contour
- 2021 Humanized Contour
- 2022 Humanized Contour
- 2024 Humanized Contour copy

Impacted Properties

- 2020 Potentially Eligible [109]
- 2021 Potentially Eligible [223]
- 2022 Potentially Eligible [387]
- 2024 Potentially Eligible [64]
- 65 DNL [52]
- 65 DNL Humanized [12]
- All Parcels

Basemap



0 0.1 0.2 mi

	East Boston	Revere	Winthrop	Total
Inside 2020 Program Area	0	65	44	109
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