Response to FTA Comments on Proposed Work Plan and Noise Modeling for Honolulu Elevated Guideway 9/30/08

Commenter	Reference	Comment	Response
		You plan to employ the FRA CREATE model. This has clear similarities to the FTA noise spreadsheet. We are unclear on the purpose of using the CREATE model rather than the FTA model.	FRA Create model was stated because it was the last update to the FTA noise spreadsheet we knew of. Review of the Create model and the FTA noise spreadsheet shows no differences in the reference noise levels for LRTs, as such we will use the FTA noise spreadsheet.
		We are unfamiliar with the ISO 9163 industrial noise model and a web search was not very helpful.	ISO 9163 is an industry noise prediction and propagation model. ISO 9163 is identical with the VDI 2174/VDI 2720 and the Hong Kong Construction Noise regulation. If needed, we can scan the pages of the SoundPLAN manual that detail the different principles and standards included in the SoundPLAN model.
		The assumption should be that all adjacent high rise buildings are sensitive receivers and you have to determine the land use category of the various floors.	Land use and floor use of the buildings along the proposed alignment are currently being studied. For buildings with impact levels, the use will be presented.
		All buildings are reflective of the three land use categories.	All buildings along the alignment will be shown in the noise contour maps. Project noise levels will be predicted at all the high rise buildings that represent the three land use categories.
		In the ambient measurements for the high rise buildings, why would one of the sound measurements be taken one floor above the proposed guideway height? Wouldn't you describe the as-built structure plan profile without the sound wall and attempt to determine the worst-case noise along the receptor 50' away?	The measurement taken above the platform height will be used to show the noise exposure along the entire face of the building. For most buildings the ground floor noise level will be the highest existing ambient level. But in areas where the ground floors are below and shielded from the existing noise source (Salt Lake) or the existing local roadway is of low volume and low speed (Halekauwila) noise levels at the upper floors may be higher. Also, since the platform itself will act as a barrier for floors below the guideway, the floors above the guideway will be exposed to higher projected noise levels.
		We would like to see modeling results both with (soundwalls) and without proposed mitigation.	We will model with and without soundwalls and wheel skirts only to demonstrate that by including these in the project design, the project has avoided impacts. All project impact levels being reported in the EIS include the parapet walls and wheel skirts that are part of the project design.

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Commenter	*Reference*	*Comment*	*Response*
		Use the FTA noise spreadsheet as a benchmarking tool for the detailed noise study. Explain how the ISO 9163 model interfaces with the SoundPLAN model and the CREATE model. Train speeds should be representative of distance from station with top speed between stations and lower speeds closer to stations.	FTA noise model will be used as a benchmark. Hourly Leq for a LRT passby will be calculated in the FTA noise spread-sheet, for a ground level LRT and distance from 25, 50, 75 and 100 feet and varying speeds. The FTA hourly noise level will be used to calibrate the SoundPLAN model, using the ISO 9163 propagation model, by changing the Soundpower level in the model, until the Leq at all distances are within at least 1 dBA of the FTA hourly noise level.
		Where 24-hour measurements are not feasible, please use the next most accurate procedure for estimating ambient noise. (see N&V guidance, Appendix D)	Will use N&V, Appendix D as guidance for taking noise mea-surement.