



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

In Reply Refer To:
HDA-IN

May 31, 2010

Mr. Gary Valentine
Project Manager
Louisville-Southern Indiana Ohio River Bridges Project
Kentucky Transportation Cabinet

Mr. Paul Boone
Project Manager
Louisville-Southern Indiana Ohio River Bridges (LSIORB) Project
Indiana Department of Transportation

Dear Gentlemen:

The purpose of this letter is to respond to the Indiana Department of Transportation's (INDOT's) and Kentucky Transportation Cabinet's (KYTC's) May 26, 2011 letter that recommends use of the standard TMN 2.5 noise model to carry out the noise impact assessment for the LSIORB project, in accordance with the newly adopted noise policies as adopted by Indiana and Kentucky as written.

Section 772.11(d)(2) of the new noise rule requires validation of the noise model through comparison of predicted and measured noise levels. This is accomplished by identifying locations where the model is not validated. The FHWA noise guidance provides general guidance on what steps to take when this occurs, but because the circumstances that may result in inability to validate a model vary widely, the guidance is not comprehensive. The LSIORB project has some unusual characteristics that should be addressed to adequately predict noise impacts.

Based on the measurements and model, the actual noise levels will likely exceed the predicted level in some areas. The documentation provided in *Details of Impact Determination Procedure for LSIORB Bridge Noise* dated April 20, 2011 indicated that some residences that actually are shown to be impacted with the adjustment might not be considered impacted without the adjustment. The result is a project where we have a high degree of certainty regarding the existence of noise impacts based on field measurements of the existing condition. Thus in order to provide the full disclosure of noise impacts, an appropriate methodology such as provided in *Details of Impact Determination Procedure for LSIORB Bridge Noise* dated April 20, 2011 should be used to validate the noise model and make adjustments where indicated.



Should you have any further questions, do not hesitate to contact Janice Osadczuk at 317-226-7486.

Sincerely,

A handwritten signature in dark ink, appearing to be 'J. Osadczuk', with a long horizontal line extending to the right.

Janice Osadczuk
Engineering Services Team Leader