



Re: Question on Docket FD 35523, CSX Transportation joint use Louisville & Indiana Railroad

David Navecky to: McWilliams, Robin

09/30/2013 03:52 PM



Page134 Revision to USFWS.pdf

Robin -

As we discussed this morning, the noise modeling for this project was conducted broadly and did not account for variations in shielding or noise attenuation of different land use cover types (e.g., open field vs woodlot vs open water). Shielding by buildings was considered, but it too was applied broadly; i.e., shielding was applied to sections with numerous or very large buildings. Shielding by individual or small groups of buildings is generally not reflected in the noise contours.

Regarding the noise figure at page 134 of 147 from Appendix G, the abrupt change in the direction of the proposed 65 dBA contour at the lake represents a misapplication of building shielding. On the attached map, I have marked in red a more representative configuration of the 65 dBA contour under future conditions.

Please let me know if you have any questions.

Thanks,

Dave

"McWilliams, Robin"

Good morning. I wanted to check to see if you...

09/30/2013 09:43:43 AM

From: "McWilliams, Robin" <robin_mcwilliams@fws.gov>
 To: david.navecky <David.Navecky@stb.dot.gov>
 Date: 09/30/2013 09:43 AM
 Subject: Re: Question on Docket FD 35523, CSX Transportation joint use Louisville & Indiana Railroad

Good morning. I wanted to check to see if you received any of the noise information from the analyst that we had discussed. Thanks for you help.

Sincerely,

Robin McWilliams Munson
 U.S. Fish and Wildlife Service
 620 South Walker Street

Bloomington, Indiana 46403
812-334-4261 Fax: 812-334-4273

Schedule

Monday, Tuesday - 7:30a-3:00p

Wednesday, Thursday - telework 8:30a-3:00p

On Wed, Sep 25, 2013 at 9:19 AM, <David.Navecky@stb.dot.gov> wrote:
Robin -

The design of the replacement bridge has not been completed at this time, so the need for pier replacement and in-stream work is not certain. However, there is a good chance that some or all of the piers would need to be replaced and in-stream work would be necessary.

The Applicants have volunteered a number of mitigation measures to address potential water resource-related issues (see VM 11 through VM 19 in the Draft EA). My office has recommended additional measures on this topic including obtaining the necessary permits (see MM 10 through MM 12 in the Draft EA), and prohibitions on in-stream work during the primary fish spawning season, April 1 through June 15 (see MM 13 in the Draft EA).

Thanks,

Dave

From: "McWilliams, Robin" <robin_mcwilliams@fws.gov>
To: david.navecky <David.Navecky@stb.dot.gov>
Date: 09/24/2013 02:05 PM
Subject: Re: Question on Docket FD 35523, CSX Transportation joint use
Louisville & Indiana Railroad

Hi Dave,

Another question has come up regarding the bridge replacement over the Flatrock River near Columbus. It is not clear to me if any instream work is anticipated. The EA indicates that the superstructure will be replaced but I was not sure if any of the piers would need work or replaced, requiring instream work.

Thanks,
Robin

Robin McWilliams Munson

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On Tue, Sep 24, 2013 at 8:45 AM, McWilliams, Robin <
robin_mcwilliams@fws.gov> wrote:

Ok. Thanks. It is definitely a unique situation so I am just trying to look at all angles. Hopefully the additional noise information will help clarify the situation a little more.

Robin

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On Mon, Sep 23, 2013 at 4:04 PM, <David.Navecky@stb.dot.gov> wrote:
Robin -

I have forwarded your 100/300 feet maximum noise level question on to the noise analyst (he is a contractor, not an agency staff member). I'll let you know as soon as I hear back from him.

I'll have to discuss the potential noise mitigation query with my director (she'll be back in the office on Wednesday). I don't recall any comparable circumstances where the STB imposed noise mitigation to address a biological impact.

Thanks,

Dave

From: "McWilliams, Robin" <robin_mcwilliams@fws.gov>
To: <David.Navecky@stb.dot.gov>
Date: 09/23/2013 02:56 PM
Subject: Re: Question on Docket FD 35523, CSX Transportation joint use

Louisville & Indiana Railroad

Thanks Dave. I am not a noise expert either, so I apologize if my questions are off some! I think you are right, I'm interested in the maximum wayside noise. Can you tell what the max would be at 100 and 300 ft?

Also, are there any mitigation measures that could be applied (if warranted) in the vicinity of this colony (slower speeds, barriers, etc.).

I'm not suggesting at this point that we need additional measures, but this colony is increasingly being exposed to development and noise pressures (including the existing mine and expanding airport) so we are very sensitive to projects in the area.

I appreciate your time.

Sincerely,
Robin

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On Mon, Sep 23, 2013 at 2:13 PM, <David.Navecky@stb.dot.gov> wrote:
Robin -

I have a couple of questions, the answers to which will help me obtain an answer to your question.

First, there are two types of train noise, wayside and grade crossing noise. Wayside noise is what occurs along the majority of a rail line and consists of locomotive engine noise, wheel/rail contact, braking, etc. This is the type of noise affecting the small lake you are interested in.

Grade crossing noise is much louder by design because it incorporates the locomotive's horn, which railroads are required by law to utilize when approaching public at-grade road crossings. At-grade crossings are located north and south of the small lake, but it appears that horn noise dissipates to wayside noise levels in the vicinity of the lake. I believe you are interested in the maximum wayside noise, correct?

Second, what distance from the rail line are you interested in knowing the maximum noise level?

Once I have the answers to these questions, I can inquire with the noise analyst.

Thanks,

Dave

From: "McWilliams, Robin" <robin_mcwilliams@fws.gov>
To: david.navecky <David.Navecky@stb.dot.gov>
Date: 09/23/2013 01:43 PM
Subject: Re: Question on Docket FD 35523, CSX Transportation
joint
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Hi David,
One other question for the noise analyst. What is the maximum noise level
is expected to be from these types of trains?

Robin

Robin McWilliams Munson

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On Mon, Sep 23, 2013 at 11:00 AM, McWilliams, Robin <robin_mcwilliams@fws.gov> wrote:

Yes, that is the area. That quarry (lake) is the location of a gray bat colony. My concern would be how much noise increase is expected to occur over that area and whether or not that would affect the bats.

Robin

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On Mon, Sep 23, 2013 at 10:37 AM, <David.Navecky@stb.dot.gov> wrote:

Robin -

I need to inquire with the noise analyst that did the noise modeling to get an answer to your question. Rather abrupt changes in noise contours are usually attributed to shielding by buildings or elevated topography. The reason in this case is not clear.

To make sure that I inquire about the correct location for you, I have attached the Appendix G maps that I believe you are interested in. I have also circled the exact location. Please verify that this is the location of your concern.

Thanks,

Dave Navecky
202-245-0294

(See attached file: FWS Maps.pdf)

From: "McWilliams, Robin" <robin_mcwilliams@fws.gov>
To: naveckyd <naveckyd@stb.dot.gov>
Date: 09/19/2013 01:58 PM
Subject: Re: Question on Docket FD 35523, CSX Transportation
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Louisville & Indiana Railroad

Sorry for the additional email, the page numbers with the maps in
question
in Appendix G are actually 134 and 135 and the area we are
concerned
with
is the lake just to the east of the line.

Robin

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On Thu, Sep 19, 2013 at 1:20 PM, McWilliams, Robin <
robin_mcwilliams@fws.gov> wrote:

Dear Mr. Navecky,

I am reviewing the EA for the above-mentioned project and one
concern

our
agency has is the change in noise near a known gray bat maternity
colony
in southern Indiana. On page 141 and 142 of Appendix G, the maps
that
provide the noise level contours for the proposed action have a
strange
configuration at the lake where the bats' colony is located. It
would
seem that sound would actually travel farther across the water
and
was
hoping you could clarify the reason for the abrupt change in the
lines
in
this location.

Sincerely,
Robin McWilliams Munson

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