

E0 - 2430



RE: request for ArcView GIS shapefiles of Port Canaveral's 2 proposed routes
for rail project

David Navecky to: Waymer, Jim

12/05/2014 03:09 PM

Jim -

You are way ahead of our process and I can't speculate on potential analytical methods, impacts, or mitigation at this time. We have only just begun scoping the alternatives and issues of concerns (such as wetlands and water resources). At the conclusion of the scoping period on December 19, we will begin preparing the Final Scope of Study. That document will identify the alternatives and issues that will be addressed in the Draft Environmental Impact Statement. It's a complex project and I'm expecting that it will take at least a month or two from the close of scoping before we are prepared to issue the Final Scope of Study. Once that document is completed, we will finalize the methodologies to be used to assess potential impacts. Once we have identified potential impacts, my office along with the cooperating agencies, will then begin looking at what mitigation may or may not be worth consideration.

Thanks,

Dave

Dave Navecky
Office of Environmental Analysis
Surface Transportation Board
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Washington, DC 20423
202-245-0294
www.stb.dot.gov

"Waymer, Jim"

David, According to my calculations, based on t...

12/05/2014 02:53:03 PM

From: "Waymer, Jim" <jwaymer@floridatoday.com>
To: "David.Navecky@stb.dot.gov" <David.Navecky@stb.dot.gov>,
Date: 12/05/2014 02:53 PM
Subject: RE: request for ArcView GIS shapefiles of Port Canaveral's 2 proposed routes for rail project

David,
According to my calculations, based on the files you sent, and a corridor extending 50 feet from either side of the rail, the 100-foot wide rail corridor would intersect and/or cross over and cover a total of almost 90 acres of wetlands for Option A and 73 acres of wetlands for Option B. (This includes roughly 46 acres across the Banana River for Option A and almost 30 acres of the lagoon for Option B).

(The wetlands coverage I'm looking at is from the USFW's National Wetlands Inventory.)

But I'm guessing the actual acreage the port will have to mitigate for will be more than the 73 or 90 acres, depending on the final alignment. Won't there be hydrological effects to wetlands beyond just 50 feet from the rail itself?

How will the total acreage of wetlands impacts that they'll have to mitigate for be determined?

What sort of analysis will be done to examine those impacts?

Thanks,

-Jim

Jim Waymer

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-----Original Message-----

From: David.Navecky@stb.dot.gov [mailto:David.Navecky@stb.dot.gov]

Sent: Friday, December 05, 2014 1:33 PM

To: Waymer, Jim

Subject: RE: request for ArcView GIS shapefiles of Port Canaveral's 2 proposed routes for rail project

Jim -

I believe that layer just represents a line on the map of the alignments and options proposed by the Port. Regarding width, the Port has proposed a right-of way width of up 100 feet.

The Port has provided us with more detailed mapping and that can be found on the Board's website and the Board-sponsored project website (note this is a PDF file, we don't have the mapping in any other format at this point). On the project website, go here:

<http://www.portcanaveralraileis.com/related-links-and-documents.html>

And then click on "Detailed maps of the Port's preferred alignment." Although this mapping is the most detailed we currently have, please note that it is a little out of date because the options for crossing the Banana River don't match the alignments contain in the KMZ files that you are looking at. Nevertheless, if you review these detailed maps, you get an idea of the width of the construction zone anticipated by the Port at the time these maps were prepared.

Thanks,

Dave

Dave Navecky

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