

E1-20335



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

McWilliams, Robin

to:

david.navecky

09/24/2013 02:05 PM

Hide Details

From: "McWilliams, Robin" <robin_mcwilliams@fws.gov>

To: david.navecky <David.Navecky@stb.dot.gov>

History: This message has been replied to.

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

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 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 use
Louisville & Indiana Railroad

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

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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 joint use
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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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