

#E1-21234



RE: FD 34284 SGR Cultural Resources Impacts
Coburn, David

to:

Diana.Wood@stb.dot.gov

12/07/2015 10:11 AM

Cc:

Erik Remmert, "Catherine.Nadals@stb.dot.gov", "Diana Wood(E-mail)"

Hide Details

From: "Coburn, David" <DCoburn@steptoe.com>

To: "Diana.Wood@stb.dot.gov" <Diana.Wood@stb.dot.gov>

Cc: Erik Remmert <eremmert@sgr-mail.com>, "Catherine.Nadals@stb.dot.gov" <Catherine.Nadals@stb.dot.gov>, "Diana Wood(E-mail)" <woodd@stb.dot.gov>

History: This message has been replied to.

Diana – I can confirm that our November 4 and November 20, 2015 letters concerning the SGR Programmatic Agreement should have identified the Mangold site as 41ME132, not 41ME133. Please note that the October 22, 2015 letter from Cultural Heritage Partners on this matter also references the Mangold site as 41ME133. Regards. David

From: Diana.Wood@stb.dot.gov [<mailto:Diana.Wood@stb.dot.gov>]

Sent: Monday, December 07, 2015 9:08 AM

To: Coburn, David

Cc: Erik Remmert; Catherine.Nadals@stb.dot.gov; Diana Wood(E-mail)

Subject: FD 34284 SGR Cultural Resources Impacts

David:

Your letters of November 4, 2015 and November 20, 2015 refer to the Mangold cultural resource site on the Johnston property as site 41 ME 133, when in fact, the site is listed as 41 ME 132, as referenced in the attached cultural resource impact table from the Final EIS. Please confirm that both letters should have referenced site 41 ME 132 instead of 41 ME 133.

Thanks!

Diana

Diana F. Wood
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW Room 1110
Washington, DC 20423
202-245-0302 (phone)
202-245-0454 (fax)

SGR's Modified Medina Dam Route would cover more acreage in the Upper Quihi Rural Historic District than the Modified Eastern Bypass Route; however, the Modified Eastern Bypass Route would likely have a greater impact because it would intersect with an older portion of the district in relatively close proximity to two German-Alsatian farms and an historic road remnant. It is also more likely to include prehistoric and historic archaeological sites.¹¹ The Eastern Bypass Route would rank next highest in likely cultural resource impacts.

Table 4.3-1 Summary of Cultural Resources Impacts

Routes Historic Resources (within 1000 feet unless stated otherwise)	Rail Routes Studied in the DEIS				Rail Routes Studied in the SDEIS			FEIS	
	Proposed Route	Alternative 1	Alternative 2	Alternative 3	Eastern Bypass Route	MCEAA Medina Dam Alternative	SGR's Modified Medina Dam Route	Modified Eastern Bypass Route	No-Action Alternative
Length (miles)	7.5	9.0	7.0	7.5	9.2	9.9	10.9	9.1	---
Known Prehistoric Sites within about 1000 feet (National Register eligible)	None	None	None	41ME133 (100 ft east)	None	None	None	41ME132	---
Overall Ranking of Potential Archaeological Site Impacts (1=highest)	3	1	2	4	7	6	8	5	Possibly less impacts than rail alternatives
Known Historic Resources	7	22	10	8	7	5	8	9	---
National Register Listed Historic Resources	1	0	1	0	0	0	0	0	---
Total Acreage of Rural Historic District(s) Crossed	1169	1280	1161	1217	709	636	863	709	More impact on districts than rail alternatives
Overall Ranking of Cultural Resources Impacts	3	1	2	4	6	7	7	5	1

SGR's Modified Medina Dam Route and the MCEAA Medina Dam Alternative would be the least likely of all the alternatives to have potential cultural resource impacts. The SGR Modified Medina Dam Route would cross FM 2676 and Quihi Creek in an area containing more modern farms that are both larger in size and have fewer visual barriers. The MCEAA Medina Dam Alternative would cross more

¹¹ The APE of the Modified Eastern Bypass Route intersects previously recorded prehistoric archaeological site 41ME132, known as the Buddy Mangold Site, which has produced artifacts as much as 10,000 years old and may be eligible for the National Register.