From:	Jennifer Barnett
To:	Wood, Diana
Subject:	RE: STB Docket No. FD 36328, Ken Tenn Regional Rail Partners, Inc.– Construction and Operation Exemption–In Obion County, Tenn. and Fulton County, Ky; changes to archaeological field survey work and APE
Date:	Thursday, November 5, 2020 1:20:52 PM
Attachments:	image002.png

Good Afternoon Diana,

That approach is acceptable to me.

Thank-you,

- Jennifer

Jennifer Barnett| Archaeologist Supervisor
Tennessee Division of Archaeology
1216 Foster Avenue
Cole Building #3
Nashville, TN 37243
p. 615-687-4780, f. 615-741-7329
Jennifer.Barnett@tn.gov
https://www.tn.gov/environment/program-areas/arch-archaeology.html
We value your feedback! Please complete our customer satisfaction survey.

From: Wood, Diana <Diana.Wood@stb.gov>
Sent: Thursday, November 5, 2020 12:08 PM
To: Jennifer Barnett <Jennifer.Barnett@tn.gov>
Cc: Tabachnick, Alan <alan.tabachnick@stb.gov>; Travis W. Hurdle (twhurdle@crai-ky.com) <twhurdle@crai-ky.com>; Kent Evetts <kent.evetts@csrengineers.com>
Subject: [EXTERNAL] STB Docket No. FD 36328, Ken Tenn Regional Rail Partners, Inc.– Construction and Operation Exemption–In Obion County, Tenn. and Fulton County, Ky; changes to archaeological field survey work and APE

Hi Jennifer,
As a follow-up from your conversation with Travis Hurdle from Cultural Resources Analysts, Inc. (CRA) on October 28, 2020 regarding the forthcoming field survey work for the two alternatives – Alternative 7 (KTRRP's Preferred) and Alternative 1, you agreed that your concurrence letter of October 14, 2020 (attached) inadvertently stated that shovel testing should include "300 feet on either side of the centerline" and instead agreed that testing could be confined to the railroad right-of-way or planned limit of disturbance (an area of approximately 100-150 feet in width), and that testing should be expanded to include staging areas and other disturbances that may occur during construction along the proposed rail right-of-way. We agree that this approach will work for most of the proposed line except for several segments with prior or more recent disturbances. These areas include approximately 2.5 miles of abandoned rail right-of-way along the Alternative 7 route and several recently harvested agricultural fields where soil has been exposed. For these areas, we

believe that systematic shovel testing is not necessary and instead propose to conduct a pedestrian walkover so long as surface visibility is greater than 50 percent. If visibility is not greater than 50 percent, we intend to conduct the systematic shovel testing.
Please let me know (as well as everyone cc'ed here) at your earliest convenience (but no later than November 13, 2020) if you agree with the suggested changes so CRA can plan its field survey work accordingly.

Thanks much,

Diana Wood

Diana F. Wood
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington DC 20423
202-245-0302
Diana.Wood@stb.gov