

From: [Joseph Alphonse](#)
To: [DCRT Section 106](#)
Cc: [Nicole Hobson-Morris](#); [Kelly M. Rabalais](#); [Cohen, Matthew \(matthew.cohen@stoel.com\)](#)
Subject: SHPO Approval - Tammany Trace Partial Revocation of Railbanking H.004987 US 190 (Collins Blvd) Widening
Date: Friday, September 01, 2017 3:43:24 PM
Attachments: [image001.png](#)
[Tammany Trace Partial Revocation of Railbanking H.004987 US 190 \(Collins Blvd\) Widening.pdf](#)

Please see the attached request for approval. Thank you.



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ST. TAMMANY PARISH

PATRICIA P. BRISTER
PARISH PRESIDENT

August 31, 2017

VIA E-MAIL nhmorris@crt.la.gov

Nicole Hobson-Morris
Executive Director
Division of Historic Preservation
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247
Baton Rouge, La 70804

No known historic properties will be affected by this undertaking. Therefore, our office has no objection to the implementation of this project. This effect determination could change should new information come to our attention.

Handwritten signature of Kristin P. Sanders in blue ink.

Kristin P. Sanders
Deputy State Historic Preservation Officer

Date

Re: Tammany Trace
Partial Revocation of Railbanking
US 190 (Collins Blvd) Widening
H.004987

Dear Ms. Hobson-Morris:

With regards to Louisiana DOTD's project H.004987 to widen US 190 across the Bogue Falaya River, it was necessary for St. Tammany Parish to obtain a partial revocation of a Notice of Interim Trail Use ("Railbanking Order") covering a portion of the Tammany Trace within the DOTD project area. This revocation is necessary to allow DOTD to construct entrance and exit lanes from the new bridge structures onto Boston Street. As part of the granting of a partial revocation of Railbanking, the Surface Transportation Board authorized the former rail carrier, Illinois Central, to abandon rail service on the affected segment, subject to a condition that requires an NHPA Section 106 review from the Division of Historic Preservation.

This partial revocation of Railbanking concerns an area of the Tammany Trace approximately 2.39 miles long commencing at mile marker 65 in Claiborne Hill (approximately at the intersection of Jenkins Avenue with the Tammany Trace) and ending at mile marker 67.39 in Covington (approximately at the southern terminus of De Porres Road). This will permanently remove the possibility for the return of rail service within the DOTD project area, which will allow DOTD to construct entrance/exit ramps to new bridge structures without consideration of railway clearance heights. This partial revocation does not eliminate the Tammany Trace, which will continue unaltered and/or be accommodated in the DOTD project area. The DOTD project

involves no construction on or near the Tammany Trace, other than the new bridge structures described above.

Your office has previously issued findings of no known historic properties being affected by the DOTD project H.004987. Please see the three enclosed findings by Pam Breaux, State Historic Preservation Officer, dated 9/19/11, 1/27/15 and 3/20/15 for reference. However, the enclosed August 11, 2017 Decision of the Surface Transportation Board (partially vacating the Railbanking Order and authorizing Illinois Central to abandon service) preserves the Section 106 condition. Illinois Central has advised the Parish that we need confirmation from the State Historic Preservation Office that abandonment of rail service on the 2.39 mile segment will not adversely affect any historic properties listed or eligible for listing on the National Register.

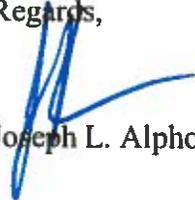
An original Section 106 review for historic preservation conditions was performed when Illinois Central and the Parish proposed in 1991 to railbank the 29.14 mile line that became the Tammany Trace. Therein, the only historic preservation condition identified by the Division of Historic Preservation was "Bridge NA 44.8" spanning Bayou Lacombe for its eligibility for listing the National Register of Historic Places. Also known as the Bayou Lacombe Train Trestle Bridge, this bridge is located multiple miles east of the current project area and will not be affected by the new bridge constructions in Covington.

Enclosed please find a map depicting the entirety of the 1992 Railbanking, along with an indication of the area approved for abandonment by the STB.

It is requested that your Division review the information and provide concurrence that no historic or cultural properties will be affected by abandonment of this 2.39 mile segment. It is our intention to forward your Divisions's concurrence to both the Surface Transportation Board and Canadian National as successor to Illinois Central to fully consummate the abandonment.

Should you have any questions or concerns, please feel free to contact me.

Regards,


Joseph L. Alphonse

/JLA

Enclosures