

**Louisiana Division of Archaeology  
Report No. 22-6851**

**Phase I Cultural Resource Assessment Survey  
For the Proposed Lacombe Trace Trails and Nature Park  
Lacombe, St. Tammany Parish, Louisiana**

**Prepared for:**

**St. Tammany Parish Government  
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**September 2021**

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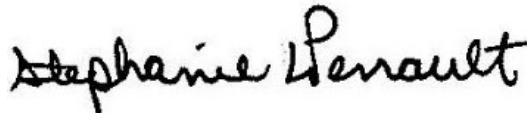
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**September 2021**

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## **ABSTRACT**

ELOS Environmental, LLC (ELOS) was contracted by St. Tammany Parish Government to conduct a Phase I Cultural Resource Assessment Survey to assess the potential impact to cultural resources by the proposed Lacombe Trace Trails and Nature Park, Lacombe, St. Tammany Parish, Louisiana. The project area is located at the eastern extent of the town of Lacombe, adjacent to the town's public boat launch, and is encircled on two sides by Bayou Lacombe. The Phase I cultural resource survey was completed in fulfillment of the requirements of Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended. The Department of Interior National Park Service (NPS) is the lead federal agency for the project. The Phase I archaeological survey was conducted across 25.527 acres (10.330 hectares) within the Area of Potential Effect (APE). No investigation occurred outside the direct APE as the viewshed of the nearby previously recorded historic properties were blocked from view by intervening vegetation, and any effects on those historic properties would suffer no adverse effects from the proposed construction activities.

The purpose of this survey was to locate, evaluate, and record all cultural resources encountered within the project area and its viewshed, and if possible, make recommendations of eligibility to the National Register of Historic Places (NRHP) and additional work if necessary. All work conducted followed requirements of 36 CFR §§ 800, and September 2018 Louisiana State Historic Preservation Officer (SHPO) guidelines for terrestrial Phase I cultural resource investigations.

This Phase I survey consisted of the excavation of 43 Shovel Test Pits (STP) at 30-meter (m) intervals along 13 transects. An additional 13 STPs were excavated at 10 m intervals to further assess the possible presence of any cultural deposits. The entirety of the direct APE underwent a pedestrian survey to locate any cultural material on the ground surface and to identify high spots that were not inundated and eligible for further subsurface testing. A total of 18 artifacts were found in the shovel tests, and consisted of early twenty-first century glass shards, a metal pull tab, unidentified iron fragments, a wire nail, a roofing nail, and a railroad spike. This material was found in the upper disturbed 10-centimeters (cm) of the shovel test, and do not constitute an intact cultural deposit, with the exception of the railroad spike. This survey identified one new archaeological site, Site 16ST281. This site consists of a mid- to late- twentieth century railroad spur. The site extends from the southern portion of the project area to the northern most point of the project area overlooking Bayou Lacombe. Additionally, eight historic structures were identified and recorded within the project area. These structures include a train locomotive (52-02903), a crane (52-02904), a concrete dock platform (52-02905), two partially submerged barges (52-02906, 52-02907), a retaining wall along Bayou Lacombe (52-02908), an earthen dry dock/drag slip with wooden retaining walls (52-02909), and a dock with a metal ramp (52-02910).

None of the newly recorded cultural resources are considered significant, and are therefore not eligible for inclusion in the NRHP. Consequently, no further cultural resources work is recommended. A copy this report and all records of this project will be curated with the Louisiana SHPO in Baton Rouge, Louisiana. A duplicate copy of the report and records as well as the artifacts will be curated with the St. Tammany Parish Government, at Mandeville Louisiana.

**TABLE OF CONTENTS**

**ABSTRACT..... i**

**LIST OF FIGURES ..... ii**

**LIST OF TABLES ..... iii**

**1.0 INTRODUCTION..... 1**

**1.1 Project Description and Lead Agency ..... 1**

**1.2 Key Personnel and Dates of Work..... 2**

**1.3 Summary of Report Organization ..... 2**

**2.0 NATURAL SETTING AND LAND USE HISTORY..... 5**

**2.1 Natural Setting of Project Area ..... 5**

**2.2 Land Use History..... 11**

**3.0 PREVIOUS INVESTIGATIONS ..... 19**

**4.0 METHODS ..... 25**

**4.1 Archeological Site Survey Methods ..... 25**

**4.2 Systematic Testing Methodology ..... 25**

**4.3 Pedestrian and Bankline Survey ..... 26**

**4.4 Curation Statement ..... 26**

**5.0 RESULTS ..... 28**

**5.1 Archaeological Investigation ..... 28**

**5.2 Historic Structure Survey..... 36**

**6.0 SUMMARY AND RECOMMENDATIONS..... 47**

**7.0 REFERENCES..... 49**

**LIST OF FIGURES**

**Figure 1: TopoVicinity Map ..... 3**

**Figure 2: Project Area ..... 4**

**Figure 3: Portion of map Landforms of the Louisiana Coastal Plain original map scale  
1:380,160 (Snead, et al. 2019). ..... 7**

**Figure 4: Elevations Map ..... 9**

**Figure 5: Soils Map ..... 10**

**Figure 6: Portions of the 1826 T8 & 9S, R12E and 1828 T8S R13E Plat Maps (Louisiana  
General Land Office). ..... 14**

**Figure 7: 1935 USGS Lacombe, LA topographic map (7.5-minute Scale)..... 15**

<b>Figure 8: 1950 USGS Lacombe, LA topographic map (7.5-minute Scale).....</b>	<b>16</b>
<b>Figure 9: 1971 USGS Lacombe, LA topographic map (7.5-minute Scale).....</b>	<b>17</b>
<b>Figure 10: 1998 USGS Lacombe, LA topographic map (7.5-minute Scale).....</b>	<b>18</b>
<b>Figure 11: Previous Investigations .....</b>	<b>22</b>
<b>Figure 12: Close up View of Previous Investigations .....</b>	<b>23</b>
<b>Figure 13: Shovel Test Points and Pedestrian Survey Aerial Overview.....</b>	<b>27</b>
<b>Figure 14: A single piece of unidentifiable iron, and a single shard of early twenty-first century bottle glass from Transect 9 Shovel Test 1 .....</b>	<b>29</b>
<b>Figure 15: Early twenty-first century glass shards recovered from Transect 9.2 Shovel Test 2.....</b>	<b>29</b>
<b>Figure 16: Brick fragments and a square head nail recovered from Transect 9.2 Shovel Test 3 .....</b>	<b>30</b>
<b>Figure 17: Early twenty-first century glass shards recovered from Transect 8 Shovel Test 1,2.....</b>	<b>30</b>
<b>Figure 18: A railroad spike, iron fragment, nail, and metal pull tab recovered from Transect 9.2 Shovel Test 2.....</b>	<b>31</b>
<b>Figure 19: Cross Section of Transect 8, Shovel Test 1 – 4 Cross Section .....</b>	<b>33</b>
<b>Figure 20: Photograph of bankline profile T14 STP 1, shown on Figure 21.....</b>	<b>35</b>
<b>Figure 21: Site and Structure Locations Topo (1971) .....</b>	<b>37</b>
<b>Figure 22: Archaeological Site and Structure Location Aerial .....</b>	<b>38</b>
<b>Figure 23: STP Map with Sites and Structures.....</b>	<b>39</b>
<b>Figure 24: Structure 52-02903 Lacombe Rail Spur.....</b>	<b>41</b>
<b>Figure 25: Structure 52-02904 Lacombe Crane.....</b>	<b>42</b>
<b>Figure 26: Structure 52-02905 Lacombe Transfer Dock 1 .....</b>	<b>42</b>
<b>Figure 27: Structure 52-02906 Lacombe Dredge Barge 1.....</b>	<b>43</b>
<b>Figure 28: Structure 52-02907 Lacombe Dredge Barge 2.....</b>	<b>44</b>
<b>Figure 29: Structure 52-02908 Lacombe Retaining Wall .....</b>	<b>45</b>
<b>Figure 30: Structure 52-02909 Lacombe Drag Slip.....</b>	<b>46</b>
<b>Figure 31: Structure 52-02910 Lacombe Transfer Dock 2 .....</b>	<b>47</b>

## LIST OF TABLES

<b>Table 1: St. Tammany Lacombe Trail and Trace Project Previously Cultural Resources within 1.0-Mile (1,609.34 m) Buffer .....</b>	<b>24</b>
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## APPENDICES

**Appendix 1: Louisiana Site Record Form**

**Appendix 2: Louisiana Historic Resource Inventory (LHRI) Forms**

## **ACKNOWLEDGEMENTS**

ELOS Environmental, LLC (ELOS) has prepared this report for the proposed Lacombe Trace Trails and Nature Park Lacombe, St. Tammany Parish, Louisiana. Stephanie Perrault M.A., RPA served as the Principal Investigator and Walter Hano M.M.A., RPA served as the Project Archaeologist for this project. The report was authored by Stephanie Perrault and Walter Hano. GIS support was provided by Jesse McQuigg and Chris Crain. The field team was staffed by Travis Tourere (Field Tech), Hunter Perrilloux (Field Tech), Wren Vicknair (Field Tech), Michael Hill (Field Tech), and Mario Campo (Field Tech). Mr. Stehle Harris acted as the project liaison with the St. Tammany Parish Government. ELOS would like to acknowledge the St. Tammany Parish Government, especially Spaff Goodnow (John S. Goodnow) St. Tammany Parish Landscape and Parkway Manager, Randy Pausina (Randall B. Pausina) St. Tammany Parish Coastal Protection and Restoration Manager, Shelley L. Speed St. Tammany Parish Grant Project Manager, and Jeanne M. Marino St. Tammany Parish Director of Grants, for the opportunity to assist them with their cultural resource needs. ELOS would like to thank the Louisiana State Historic Preservation Officer (SHPO) and Louisiana Division of Archaeology and Division of Historic Preservation staff for their guidance and assistance. The authors also thank ELOS' principals, Jay Prather and Lucas Watkins, for their continued support for the Cultural Resource Program.



## 1.0 INTRODUCTION

### 1.1 Project Description and Lead Agency

ELOS Environmental, LLC (ELOS) conducted a Phase I cultural resources survey in anticipation of the proposed Lacombe Trace Trails and Nature Park, Lacombe, St. Tammany Parish, Louisiana under contract by the St. Tammany Parish Government. The survey was completed in accordance with the provisions of Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended (36 CFR Part 800). All work performed under this effort meets or exceeds standards detailed in Archaeological and Historical Preservation; Secretary of the Interior's Standards and Guidelines 48 FR, Part 44716-42, Vol 48, No. 190, September 29, 1983; guidelines developed by the Louisiana State Historic Preservation Officer's Guidelines for Cultural Resource, September 2018, Terrestrial Archaeological Site Phase I Investigation Field Standards and Terrestrial Archaeology Site Phase II National Register Evaluation Reports; of Section 106 of the NHPA of 1966 as amended.

St. Tammany Parish proposes to construct a nature park with limestone walking trails, picnic pavilions, a public restroom pavilion, a kayak launch, and a fishing boardwalk on 25.527 acres owned by the Parish in Lacombe, St. Tammany Parish, Louisiana. The proposed nature park would expand on the established Bayou Lacombe Boat Launch at the east end of Main Street in Lacombe. The Tammany Trace, a Rails to Trails facility, is adjacent to the southern boundary of the proposed project area, which will provide connectivity to the Trace's network of trails, community meeting places, alternate transportation, and other recreational areas throughout St. Tammany. The proposed nature park will maintain the wild natural feel of the Parish's property with only minimal, habitat-sensitive improvements to allow for pedestrian, bicycle, watercraft access, preservation of historic structures and conservation of marine habitat.

The direct Area of Potential Effect (APE), consists of 25.527 acres (10.330 hectares) located in St. Tammany Parish at the at the eastern extent of the town of Lacombe. The project area is bounded on the north and east by Bayou Lacombe, the Lacombe boat launch on the west, and the Tammany Trace Bike Path on the south. The project area is situated along the southwestern bank of Bayou Lacombe, where the bayou abruptly turns south towards Lake Pontchartrain. The project area consists vacant marshland. (**Figure 1 and Figure 2**), and is situated in Section 38; Township 08 South; and Range 13 East.

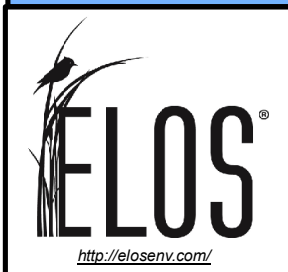
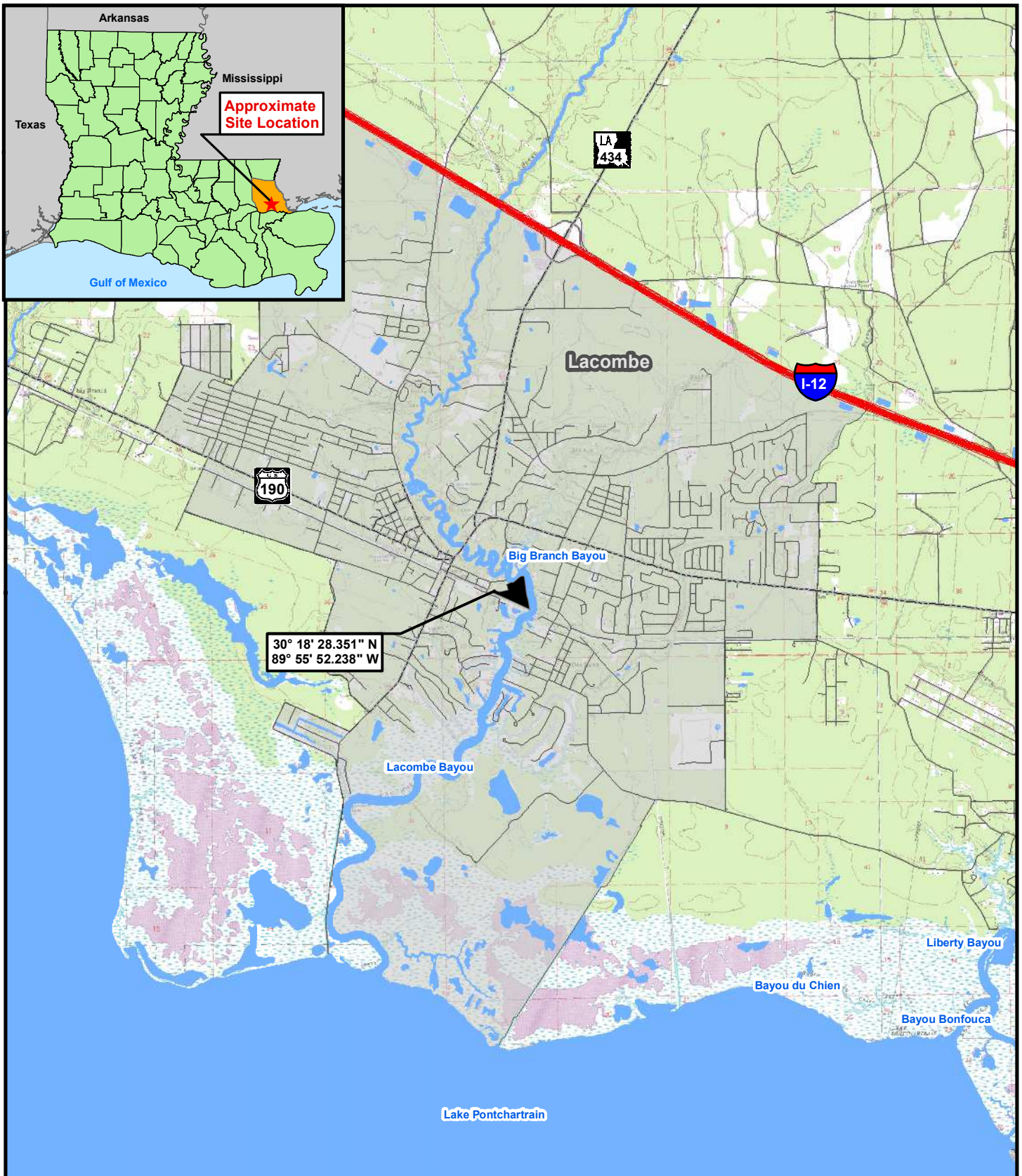
This Phase I survey consisted of pedestrian survey of 100 percent of the project area, the excavation of 43 Shovel Test Pits (STP) at 30 m intervals, and 13 STPs at 10 m intervals, and a bankline survey along Bayou Lacombe to locate, evaluate, and record all cultural resources and if possible, make recommendations as to eligibility for inclusion in the National Register of Historic Places (NRHP). This Phase I survey complied with Section 106 of the NRHP, as amended by 16 U.S.C. 407f and with its implementing regulations 36 CFR Part 800. The assessment was overseen by a professional archaeologist meeting the qualifications as specified in the Secretary of the Interior's Professional Qualification Standards (Federal Register, Vol. 48, No. 190, Thursday, Sept 29, 1983, pp 44738-44739).

## **1.2 Key Personnel and Dates of Work**

In July 2021, ELOS conducted a Phase I cultural resource survey of 25.527 acres (10.330 hectares) in St. Tammany Parish, Louisiana for the proposed Lacombe Trace and Trails project. The field crew included Stephanie Perrault (Principal Investigator), Walter Hano (Project Archaeologist), Travis Tourere (Field Tech), Hunter Perrilloux (Field Tech), Wren Vicknair (Field Tech), Michael Hill (Field Tech), and Mario Campo (Field Tech). The investigation was conducted in accordance with the 2018 Phase I cultural resource survey guidelines, as established by the Louisiana Office of Cultural Development, Division of Archaeology (Louisiana 2018).

## **1.3 Summary of Report Organization**

After this introduction (**Chapter 1.0**), the following chapters in this report describe the natural setting land use history (**Chapter 2.0**), previous investigations (**Chapter 3.0**), methods (**Chapter 4.0**), results (**Chapter 5.0**), summary and recommendations (**Chapter 6.0**), and references (**Chapter 7.0**).



0 0.5 1 2 Kilometers  
 0 4,850 9,700 Feet

**Figure 1: TopoVicinity Map**

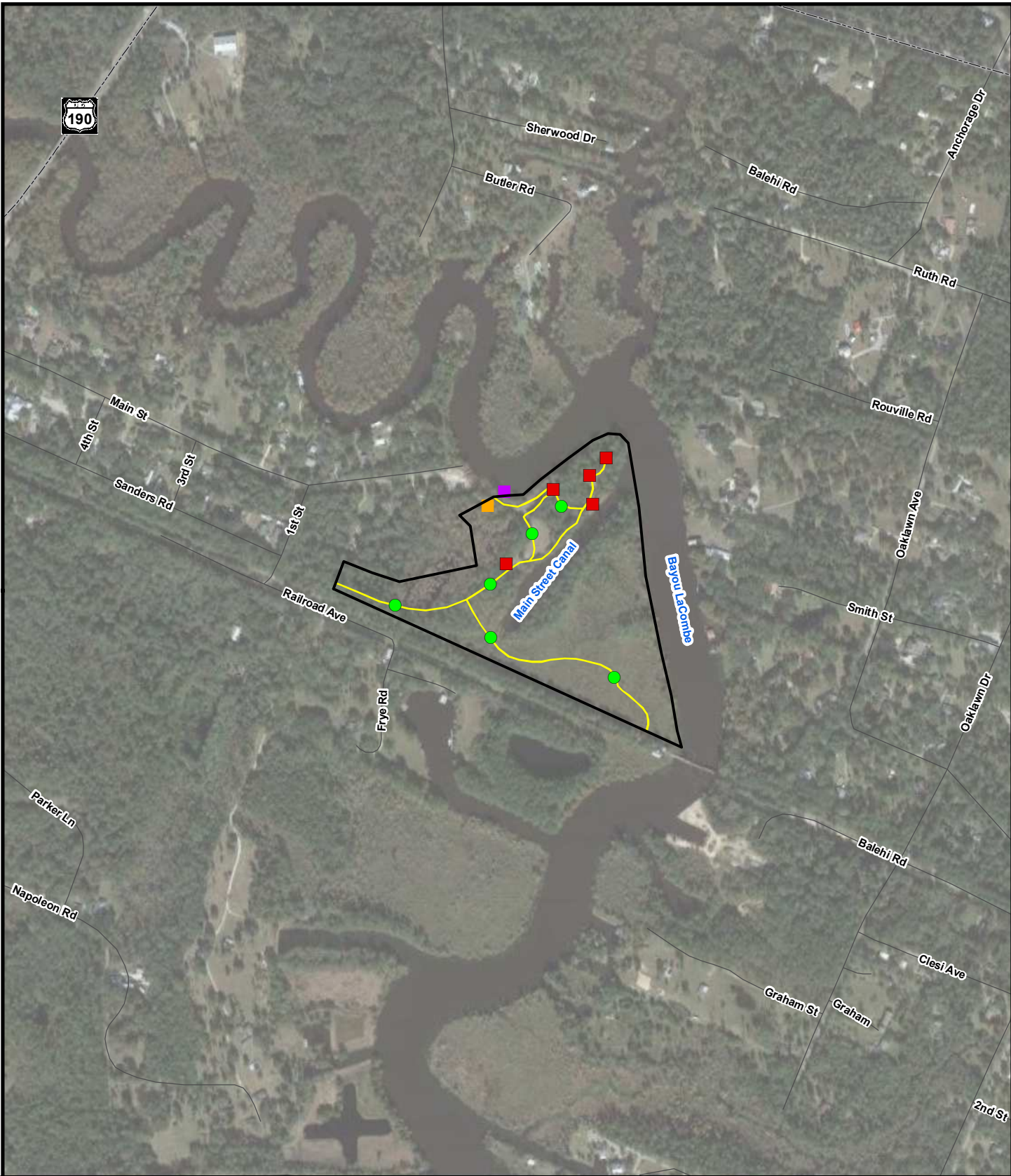
**Lacombe Trace Trails CRM Phase I Survey**


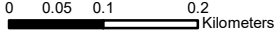
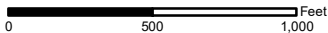


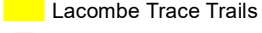

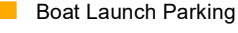
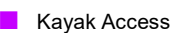
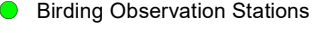
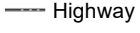

**Legend:**

- Project Area
- City/Town
- Interstate
- Highway
- Roadway
- Stream/River
- Waterbody

*Sections: 38  
 Township: 08 South  
 Range: 13 East*

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.



 <p><b>ELOS</b><sup>®</sup></p> <p><a href="http://elosenv.com/">http://elosenv.com/</a></p>	  	<p><b>Legend:</b></p> <ul style="list-style-type: none"> <li> Project Area</li> <li> Lacombe Trace Trails</li> <li> Pavillions</li> <li> Boat Launch Parking</li> <li> Kayak Access</li> <li> Birding Observation Stations</li> <li> Highway</li> <li> Roadway</li> </ul>
	<p><b>Figure 2: Project Area</b></p>	
	<p><b>Lacombe Trace Trails CRM Phase I Survey</b></p>	

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## 2.0 NATURAL SETTING AND LAND USE HISTORY

### 2.1 Natural Setting of Project Area

#### Physiographic and Geologic Setting

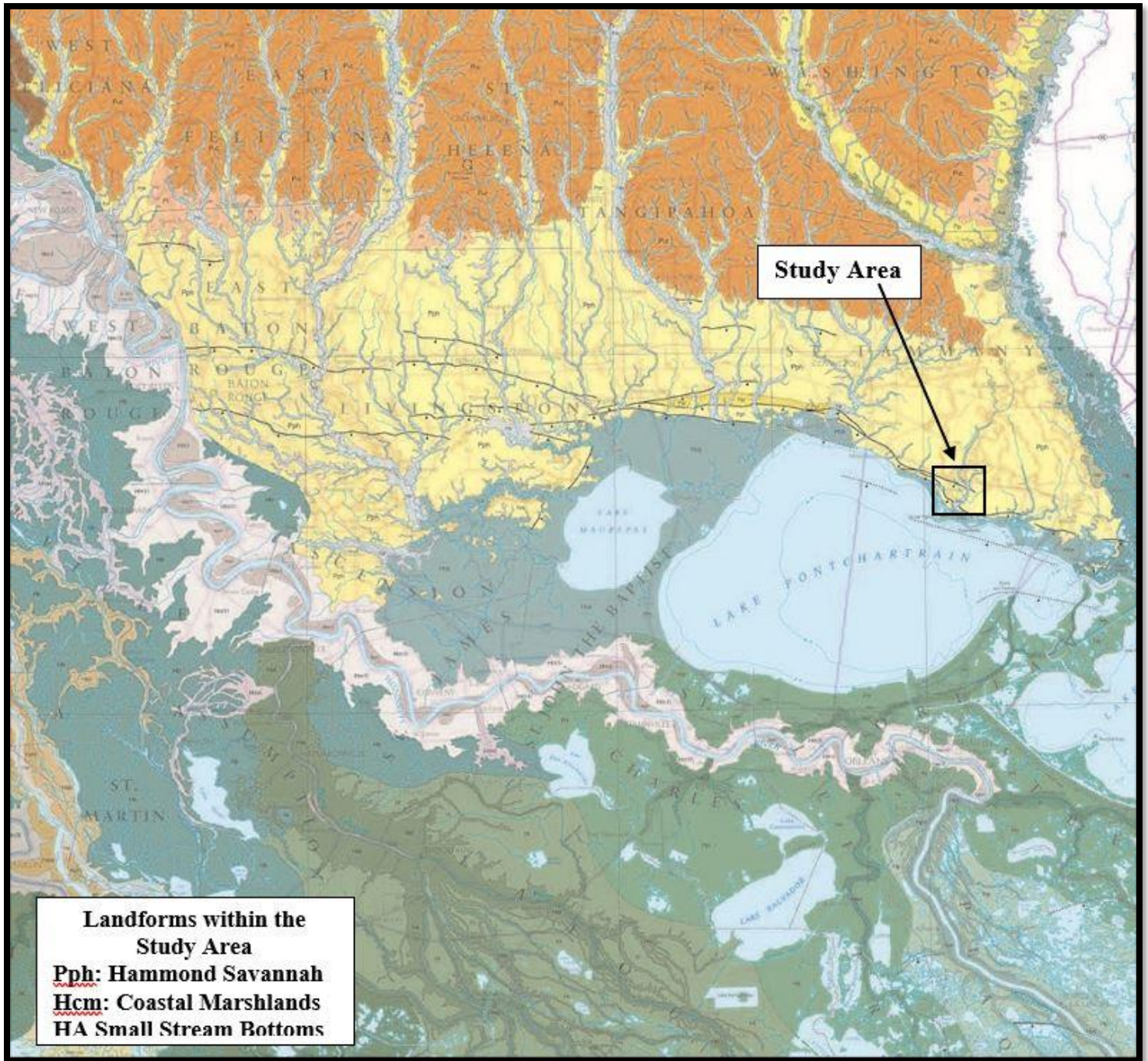
The project area lies within the Gulf and Atlantic Coastal Plain province of North America (Murray 1961). The Gulf Coastal Plain extends along the Gulf Coast lowlands of the Florida Panhandle, Alabama, Mississippi, and eastern Louisiana. Consisting mostly of flat plains, it also includes barrier islands, coastal lagoons, marshes and swampy lowlands along the Gulf and Atlantic coasts. This ecoregion is lower in elevation with less relief and wetter soils than the Southeastern Plains. The Gulf Coast Plain is a narrow region of nearly level terraces and alluvial and deltaic deposits composed of Quaternary-age sands and clays. Soils are a mix of poorly to moderately well drained Entisols, Alfisols, and Ultisols with silty and fine sandy loam surfaces.

More specifically, the project area is located in a freshwater marsh within the floodplain of Bayou Lacombe at the margin between the upland terraces of the Florida Parishes and the Lake Pontchartrain Basin (**Figure 3**). At this location, Big Branch Bayou enters Bayou Lacombe from the north, and Bayou Lacombe sharply turns to the south where after several miles, it empties into Lake Pontchartrain. The project area is situated on an accreting landform within a meander of Bayou Lacombe. Immediately to the west, the land raises several feet above of the narrow floodplain, and the evidence of the upland terraces can be seen marking the eastern limits of the town of Lacombe. The nearby upland terraces are the oldest landforms in the area, having been formed during the Pleistocene geological epoch. In profile, the terraces are positioned like steps that descend in elevation north to south (Saucier 1963). Most recently, Snead et al. (2019:27) defined this portion of the terraces as the Hammond Savannah Prairie Terrace. The Hammond Savannah is described as correlating to the Beaumont Terrace west of the Mississippi River, and is generally flat with many rivers and streams bisecting it. The landform is generally rolling and undulating, and often is flooded.

The Lake Pontchartrain Basin began formation after 18,000 years B.P. when the area was inundated during a eustatic rise in sea level. As the sea-level rise slowed around 6,000 years B.P., a barrier-beach system, known as the Pine Island Barrier trend, formed south of the terraces, creating an embayment between the terrace and the Pine Island ridge. Then the Mississippi River shifted eastward and began formation of the St. Bernard delta 4,500 years B.P. The formation of the delta closed the embayment. By 2,000 years B.P., sea level stabilized, the St. Bernard delta was abandoned, and the Lake Pontchartrain Basin attained its current configuration (Saucier 1963, 1994; Kindinger et al. 1997; Penland et al. 2002; CMGP 2016).

The area is further defined by the north to south flow of the major streams and rivers. The Amite River on the west and the Pearl River on the east form the geographic limits of streams such as the

Tickfaw, Tangipahoa and Tchefuncte rivers, and Bayous Lacombe, Natalbany, Bogue Chitto, Chinchuba, and their tributaries, all of which flow into the Pontchartrain Basin. Because of their high gradients, these streams are deeply incised and have relatively narrow floodplains. The changes in eustatic sea levels have caused rivers in the area to alternately downgrade, incise, and then silt-in their floodplains over time (Saucier 1963). The formation of waterbodies flow through is dated to about 4,365 years ago within the Bayou Lacombe incision, and continues through to the present day (CMGP 2016).



**Figure 3:** Portion of map Landforms of the Louisiana Coastal Plain original map scale 1:380,160 (Snead, et al. 2019).

In addition to the deposition of fluvial and beach deposits, other processes that have occurred includes the uplifting of the terraces due to the weight of the sediment in the Lake Basin (**Figure 4**). Combining the uplift of the terraces with down-warping of the deltaic plain along the hinge line of the Baton Rouge fault, which runs from Baton Rouge to the northern shore of Lake Pontchartrain (Saucier 1963), has further raised the gradients of the streams exposing gravel deposits in the area (Woodward and Gueno 1941).

### **Flora**

The town of Lacombe, located in St. Tammany Parish is situated in the longleaf pine belt that extends from the State of Mississippi stretching diagonally across Louisiana into eastern Texas. This region is dominated by pine species such as spruce, bald cypress, longleaf pine, shortleaf pine, loblolly, and slash pine. Additional hardwood species, found in moister areas, include red maple, hickories, sweet gum, yellow poplar, sycamore, cottonwood, and oaks. A high natural fire frequency was typical, often sparked by lightning and fueled by grasses, and maintained the open pine flatwoods and savannas. The understory of the pine forests includes button bush, hawthorn, rattlebox, holly, wild azalea, palmetto, greenbriar, and various members of the grass and aster families can be found in the area (Brown 1980; Brown and Kirkman 1990; Jones and Shuman 1988; and Newton 1987). While most of the longleaf pine savannas have been lost; remnant savannas are centers of biodiversity supporting a variety of grasses, sedges, rushes, and an array of wildflowers: red lilies, orange milkweeds, yellow pitcher plants, white, orange, and pink orchids, lavender butterworts, and purple sundews. Much of the landscape is now in mixed forest or pine plantations, while some better-drained land has been cleared for pasture or crops. Dominant land uses include woodland, wildlife habitat, and urban (Girard et al. 2018)

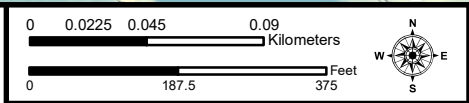
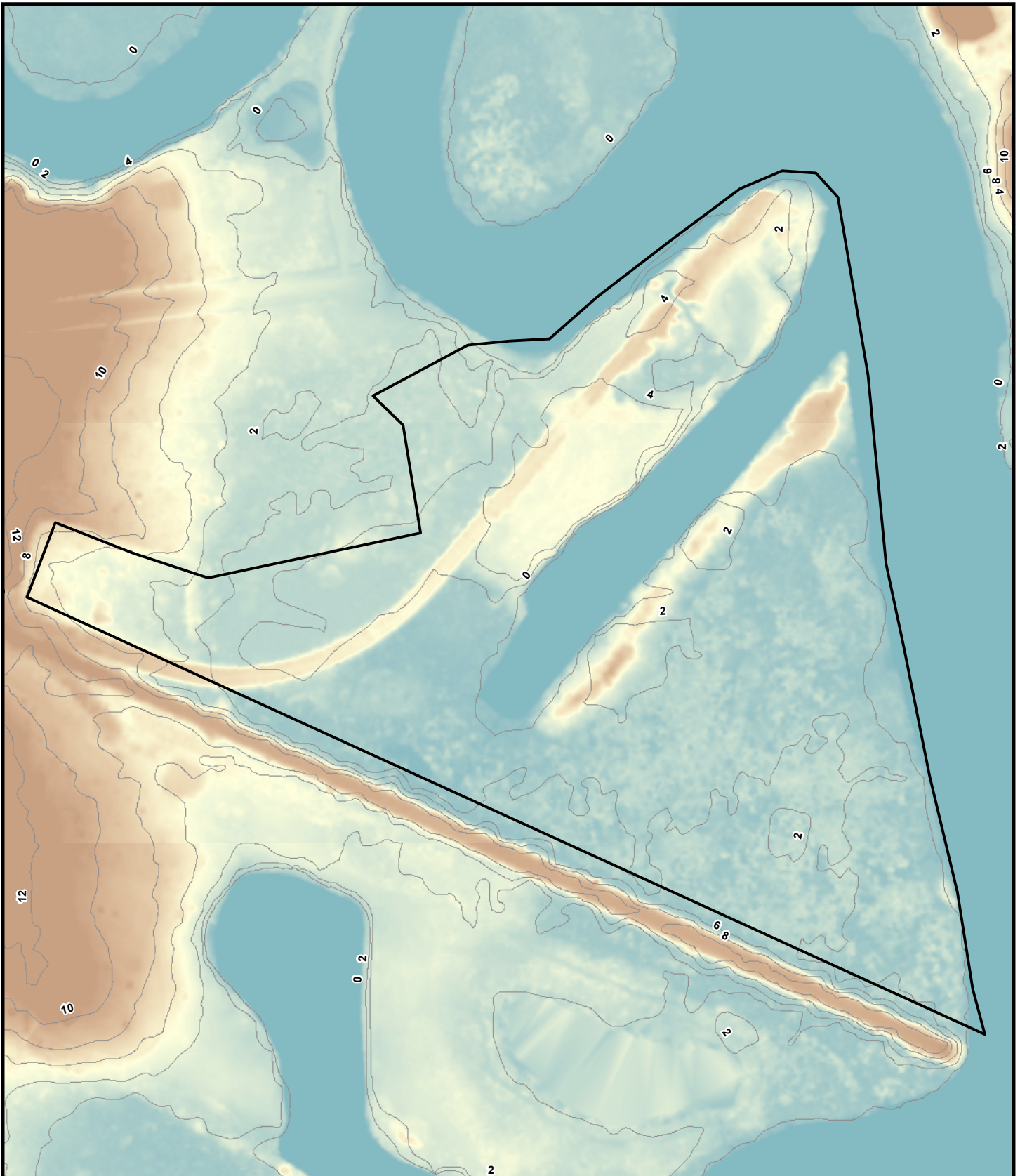
### **Soils**

There are four soil map units present in the St. Tammany Lacombe Trace Trails and Park project area (**Figure 5**, Trahan et al. 1990). Aquent, dredged soils are found in the eastern portion of the project area and is the most abundant soil unit found there. Aquents, dredged consist of spoil material dredged from nearby waterways or marshes. Slopes range from 0 to 5 percent and the soil texture consists of muck and clay, to sand. Generally, these deposits are created by forming an encircling dyke, and then the soils are deposited. The next most prominent soil map unit is Arat silty clay loam that can be found in the northwestern portion of the project area. Arat soils are level, very poorly drained, fluid soils. This soil is frequently flooded for a long period of time. Typical vegetation on this soil consists of water tolerant trees and aquatic understory. Finally, in a small strip adjacent to the railroad bed, in the very southwestern portion of the project area, Prentiss fine sandy loam, 0 to 1 percent slopes and Prentiss fine sandy loam, 1 to 3 percent slopes are found. Both these soils consist of fine sandy loam or loams and are found on the shoulder, crest, or tread of interfluves and are rarely flooded.

### **Climate**

The climate in southeastern St. Tammany Parish is strongly influenced by the Gulf of Mexico and by Lake Pontchartrain. The region is characterized by a humid subtropical climate. Long, hot, rainy summers and short, mild winters are common. The average annual temperature is 19.4° C





**Legend:**

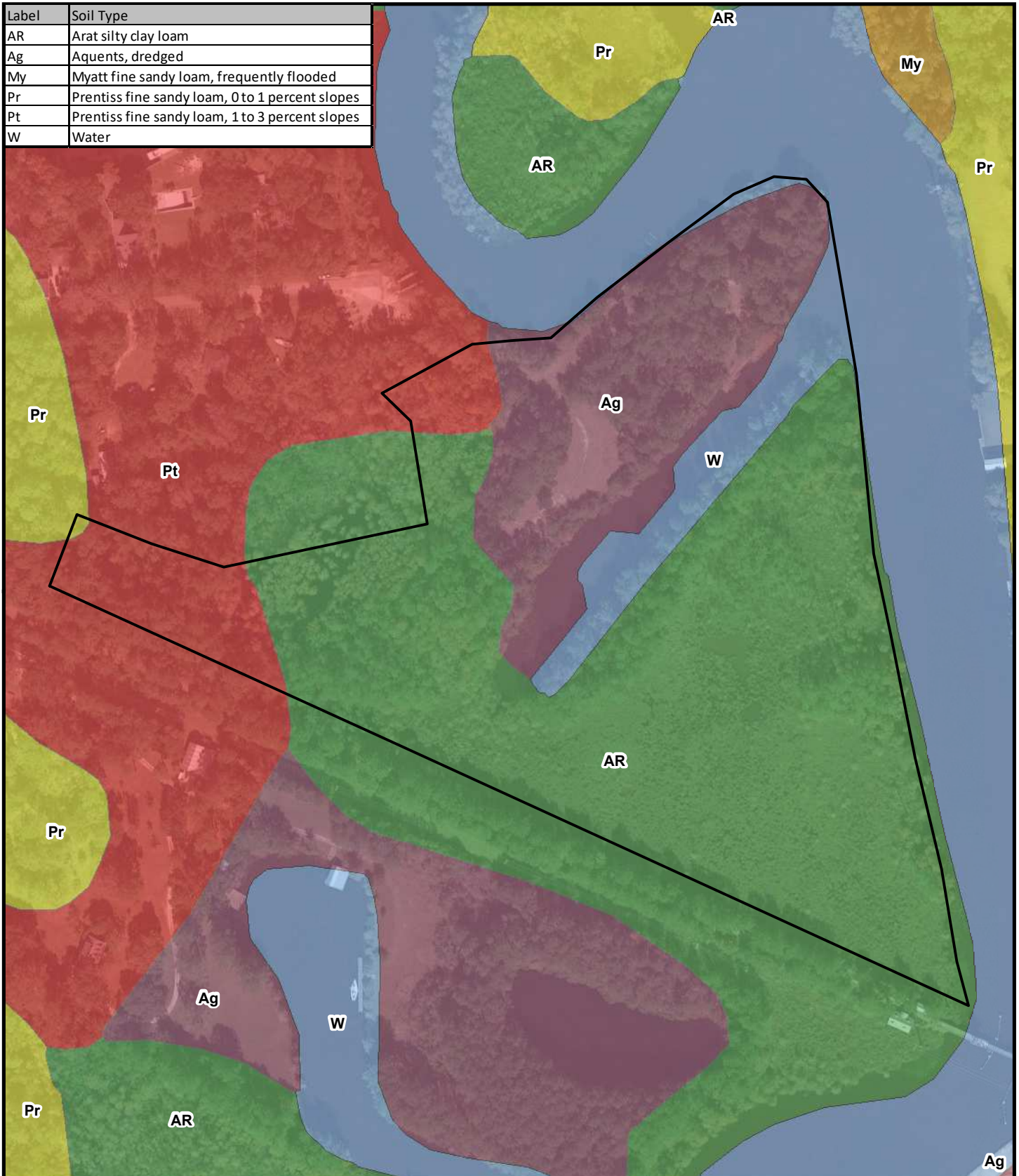
- Project Area
- Higher  
Lower
- Contour


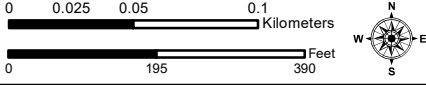

**Figure 4: Elevations Map**

**Lacombe Trace Trails  
CRM Phase I Survey**

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Label	Soil Type
AR	Arat silty clay loam
Ag	Aquents, dredged
My	Myatt fine sandy loam, frequently flooded
Pr	Prentiss fine sandy loam, 0 to 1 percent slopes
Pt	Prentiss fine sandy loam, 1 to 3 percent slopes
W	Water



		<b>Legend:</b> 
	<b>Figure 5: Soils Map</b>	
	<b>Lacombe Trace Trails CRM Phase I Survey</b>	

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(67.0° F), with an average maximum temperature of 25.9° C (78.7° F) and an average minimum temperature of 12.9° C (55.3° F). Temperatures generally exceed 32.2° C (90° F) during the months of June, July, and August. The highest average daily maximum temperature for Mandeville is 33.3° C (92° F); it occurs during the month of July. The lowest average daily minimum temperature is 4.4° C (39.9° F), and it occurs in January. Winters are relatively mild, with average daily minimum temperatures dropping below 7.2° C (45° F) only in December, January, and February (Trahan et al. 1990). The average precipitation rate in St. Tammany Parish is relatively high, and regularly exceeds 155 cm (61 in) per annum. July and December are the two wettest months, and each receives an average amount of rainfall exceeding 15.2 cm (6 in). October is the driest month, with a monthly mean rainfall of only 7.5 cm (2.97 in). Thunderstorms are most common during the summer months. They frequently cause flooding and are typically associated with frontal movements from the northwest that stall over the Gulf of Mexico, but on occasion they do form over Lake Pontchartrain. Hurricanes present the most dangerous weather threat to the area; they occur every few years during the summer or fall (Trahan et al. 1990). Snow very rarely falls within the APE; 15 percent of the winters experience a snowfall of less than 2.5 cm (1 in).

## **2.2 Land Use History**

### **Prehistoric Land Use**

The Native Americans are known to have inhabited the area as early as late Archaic period. The Graveyard/Drill site (16ST4), located on the West Pearl River, was initially occupied as early as ca. 2570 to 2460 B.C. and consists of a prehistoric midden of an unusual mix of *Rangia cuneata* clam and *Crassostrea virginica* oyster shells (Kowalski et al. 2011:35-53). Many prehistoric sites located in the Florida Parishes and the Lake Pontchartrain Basin present occupations that date from the Poverty Point through Mississippi periods. However, due to the fluid and changing nature of the environmental setting, comprised of erosion, subsidence, and dredging, many sites have been impacted or lost. Most significantly prehistoric sites dating to the Tchula period (900 B.C.-A.D. 1) are the best known and documented occupations in the area. The Tchefuncte site (16ST1) possesses minor components of the subsequent Marksville, Coles Creek, and Mississippi/Plaquemine periods. Thus, it is recognized that the present project area and its vicinity was utilized for resource procurement and settlement, throughout prehistory.

Due to pressure from European settlers, various tribes moved east, and either settled or passed through, St. Tammany Parish including the Biloxi, Koasati, and the Choctaw. Groups of Choctaw Indians are known to have inhabited the area immediately prior to and during contact with Euro Americans. The Choctaws inhabiting this area consist of a sub-tribe known as the Acolapissa. The Choctaw may have absorbed a small number of Pensacola Indians who had relocated to the north shore of Lake Pontchartrain in 1725 (Ellis 1981:29; Kniffen et al. 1987:94-96, 304-305; Swanton 1946:172-173). It was these Native Americans that were living in the area when the French explorers, and brothers, Bienville and Iberville, arrived to colonize Louisiana. By 1722, the Acolapissa had moved to the Mississippi River. Charlevoix described their village as the finest native habitation in Louisiana. The Acolapissa eventually merged with the Bayagoula and the Houma, losing their identity as a nation (Ellis 1981:27; Goins and Caldwell 1995:18; Swanton 1946:82).

## Historic Land Use

By 1718, the year the city of New Orleans was founded, there were a handful established settlements on the north shore of Lake Pontchartrain. In 1763, under the Treaty of Paris, the north shore became part of British Province of West Florida, thus, this area became known as the “Florida Parishes,” and was not included in the Louisiana Purchase of 1803. However, when Louisiana became a state in 1812, St. Tammany Parish was included and bounded by the Tangipahoa and Pearl rivers. Mandeville was later founded in 1830. French New Orleanian entrepreneur Bernard Marigny de Mandeville, established Mandeville as a popular vacation retreat for well-to-do families who lived in the city to the south. One of the most prominent early families that settled on the north shore with a direct connection to Lacombe is the Cousin Family.

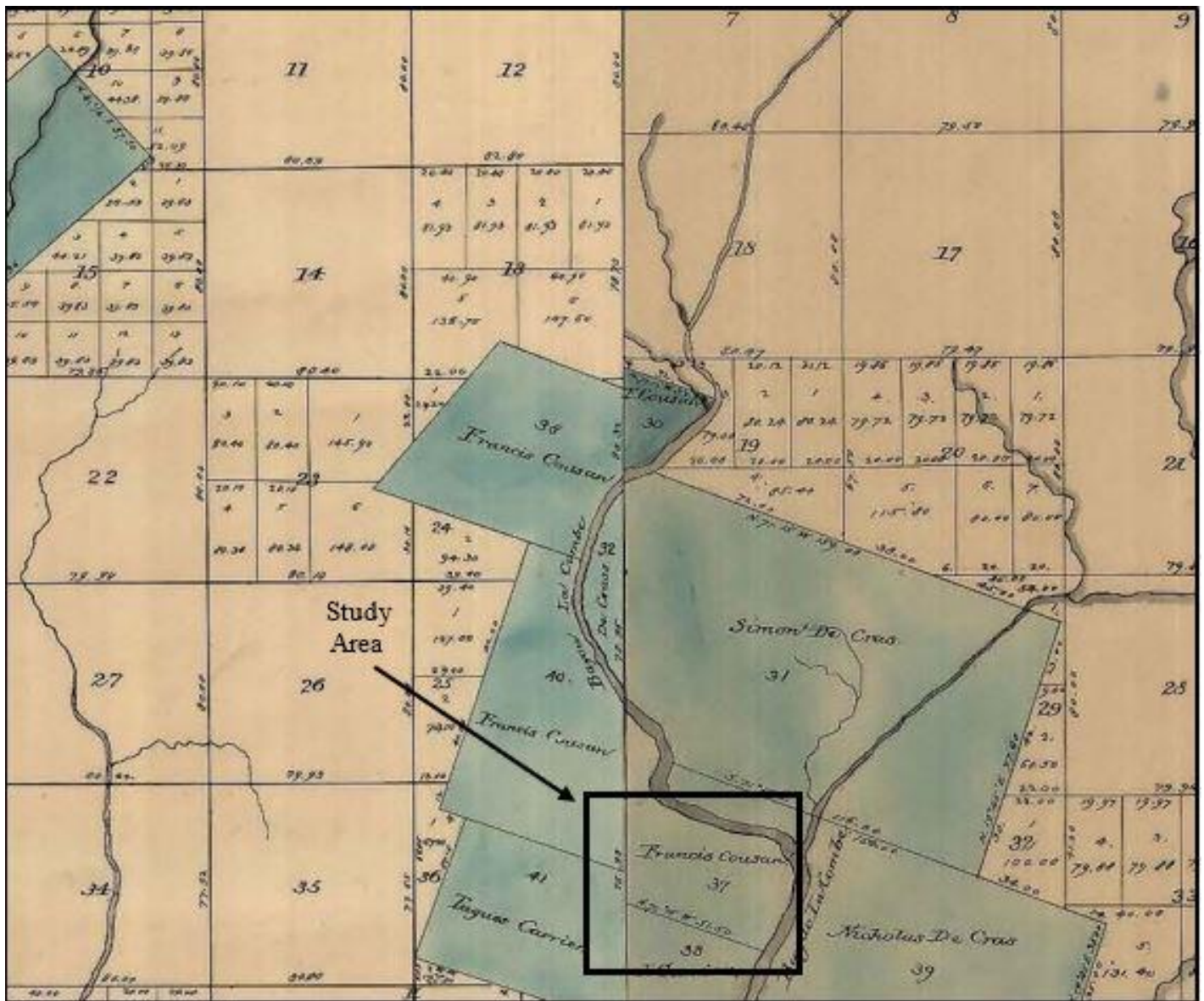
Jean Francois Cousin was born in 1745 in New Orleans. After reaching adulthood, he entered his father's lumber and brick making business. The source of the lumber and the clay to make the brick was across Lake Pontchartrain in what is now St. Tammany Parish. Schooners transported the finished materials back across the waterway to New Orleans, where the company's office was located on Carondelet Walk and St. Claude streets (D'Antoni 1986). The company owned six schooners, one of which was seized by the British in 1779 as retaliation for Spain's refusal to let the British ship enter Bayou St. John (D'Antoni 1986, Campeau and Sharp 2018, Ellis 1981). Cousin also engaged in shipbuilding and the trading of naval stores such as tar. The exact date upon which Cousin settled in St. Tammany Parish is uncertain; documents suggest it occurred sometime between 1778 and 1789. He owned property on Bayou Lacombe as well as on Bayou Liberty (**Figure 6**). In addition to being an erudite man, the 1811-1812 tax roll shows he was listed as the largest taxpayer, and was the largest land owner as well. Cousin died in October 1819. Francois had married several times and had several children that survived into adulthood. His oldest, a son also named Francois (1786-1863), is the first Cousin to have resided primarily in Lacombe. He built a house in the French Creole style that is still standing on Main Street in Lacombe. He never married, but had several relationships that resulted in 11 children (Cousins 2017).

Another descendant of Francois Cousin and prominent resident of Lacombe is Adrien Rouquette. Roquette was born in New Orleans in 1813 and is the son of Louise Cousin (daughter of Francois Cousin) and Dominique Rouquette. Dominique Rouquette died and 1819 and the family moved to Bayou St. John. Adrien was sent to France in 1829 to attend University and over the next several decades he bounced between France and Louisiana, always feeling most at home amongst the common people and Native Americans in Louisiana. In 1842 Rouquette publishes *Le Propagateur Catholique*, after which he realized his vocation as a priest, being ordained in 1845 (Campeau and Sharp 2018). Although he served at St. Louis Cathedral in New Orleans for 14 years, he eventually left the diocese and lived among the Choctaw along Bayou Lacombe. He built five small wooden chapels to serve the converts along Bayou Lacombe, one of which could still be seen in the early half of the twentieth century (D'Antoni 1986, Campeau and Sharp 2018).

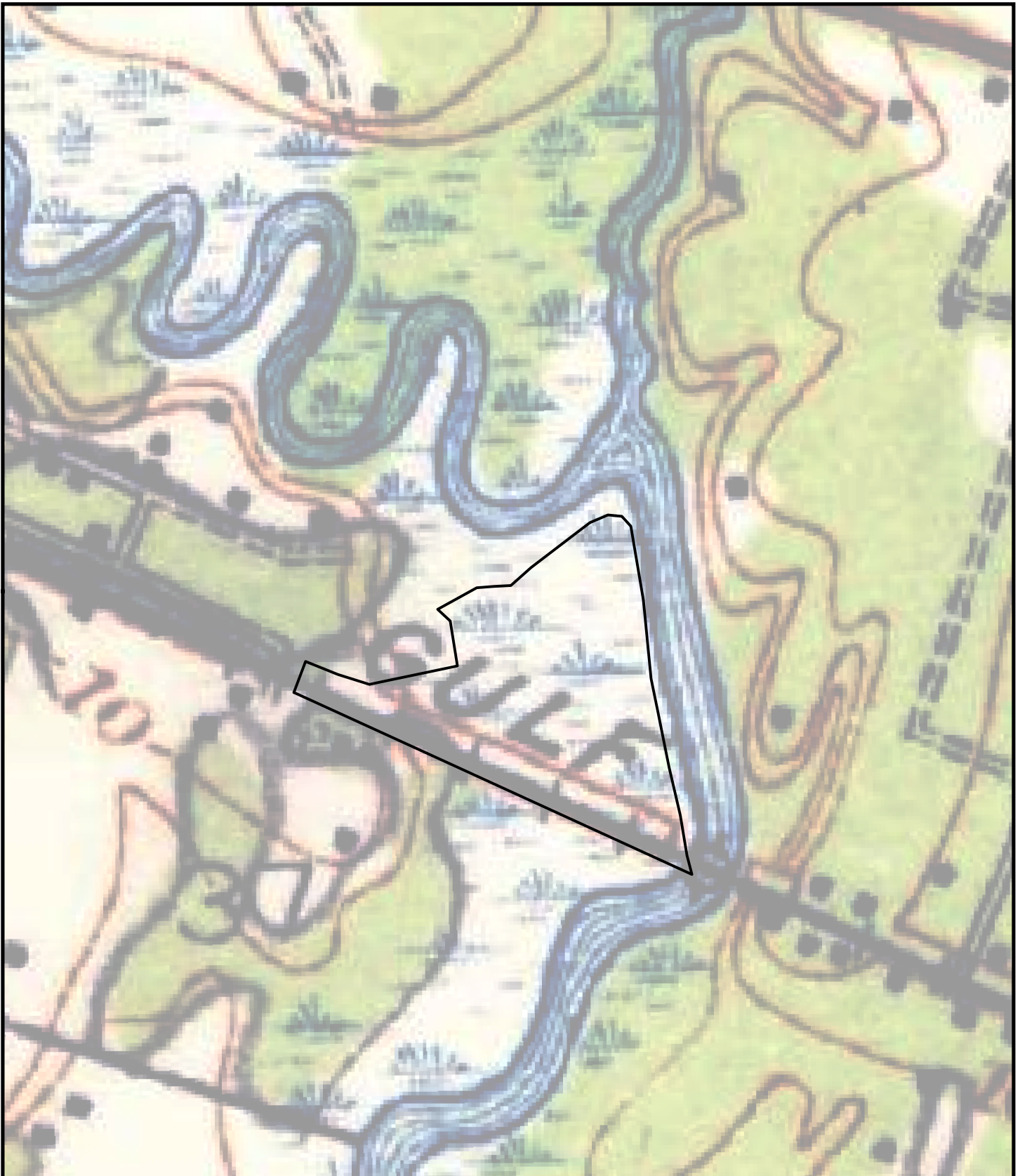
By the mid-1800s, most of the land in the area consisted of small farms typical of the Florida Parishes. However, boat building continued along the lake and bayous, and brick making was also a major economic activity. Prior to the Civil War, St. Tammany Parish supplied nearly all of the building bricks utilized in New Orleans (Ellis 1981:103; U.S. Census 1860). The Choctaw continued to have a presence in the area, mainly in areas near the Pearl River throughout the




eighteenth and nineteenth centuries. The primary occupation of Choctaw men was hunting, providing for themselves and to sell and trade with local landowners. Some men hunted exclusively for individual plantation families (Lee 2009:69-89). After the Civil War and for the remainder of the nineteenth century, small farming, brickmaking, timbering, and shipbuilding remained the most lucrative operations in the Parish.

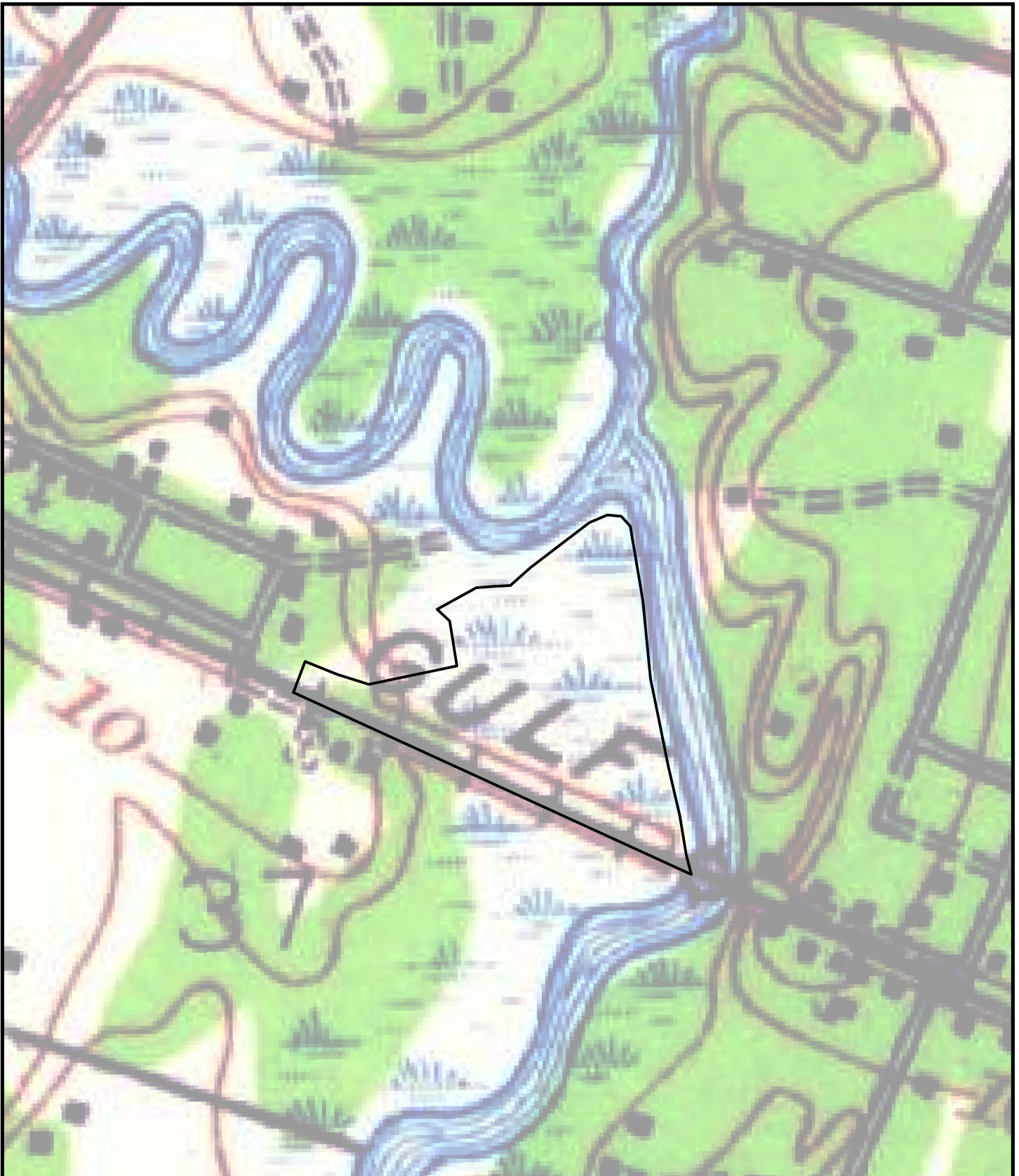
After the turn of the twentieth century the population of St. Tammany Parish began to increase. However, Lacombe stayed a very small town. In 1905 the “Shoreline” railroad was constructed as part of the New Orleans Great Northern Railroad (NOGN). This line ran from Slidell to Covington via Lacombe, Mandeville, and Abita Springs (Trailink 2021). It operated as both a passenger line as well as a cargo line for shipping primarily timber. By the 1935, historic topographic maps show the APE as undeveloped land adjacent to a small residential area (USGS) 1935 Lacombe, LA topographic map (**Figure 7**). By the 1940 the railroad line was owned by the Gulf and Mobile & Ohio Railroad and operation as a passenger and cargo line between the gulf south and the northern mid-west (Trailink 2021). By the 1950s an unimproved road can be seen on the topographic map leading to the bayou bankline. Also seen is an expansion of the residential area, but northwest ward away from the bayou (**Figure 8**). However, in an interview with Johnny Green of the Green Brothers Gravel Company, he stated that the property had been used as a rail to barge transfer station from the beginning in the 1950s to the 1980s (Professional Services Industries 2010:19). A rail spur can be seen on the 1971 USGS map indicating an expansion of the transfer operation (**Figure 9**). By the summer of 1972 the line was owned by the Illinois Central Gulf Railroad (ICG). The ICG railroad began to abandon sections of the line during the 1980s. By 1992 the line was completely abandoned, and purchased by the Tammany Trace Rail in 1993 as part of the Rails to Trails Program (**Figure 10** and Trailink 2021)






**Figure 6:** Portions of the 1826 T8 & 9S, R12E and 1828 T8S R13E Plat Maps (Louisiana General Land Office).

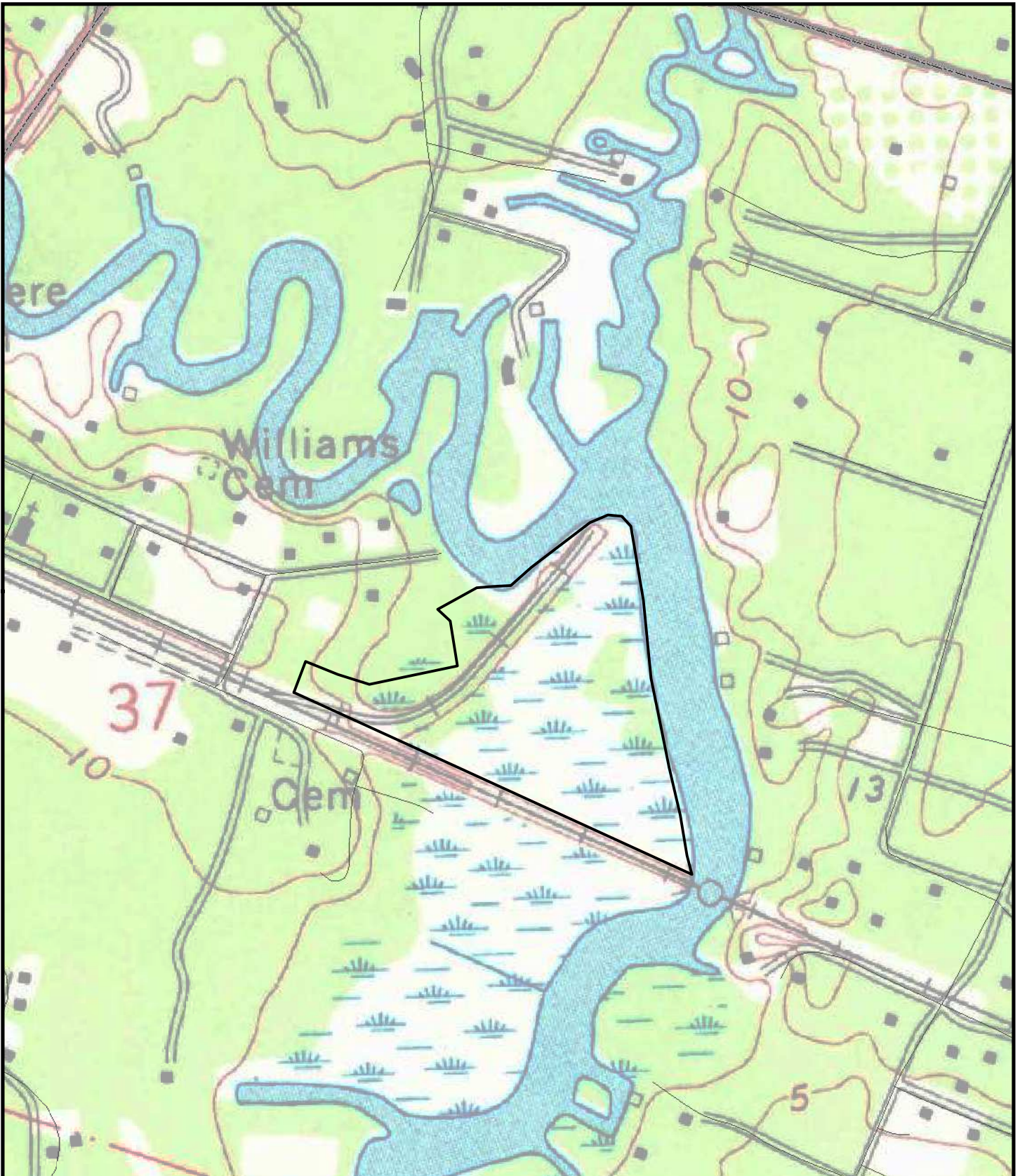


		<p><b>Legend:</b></p> <p> Project Area</p>
	<p>Figure 7: 1935 USGS Lacombe, LA topographic map (7.5-minute Scale)</p> <p><b>Lacombe Trace Trails CRM Phase I Survey</b></p>	<p>This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.</p>



	<p>0 0.05 0.1 0.2 Kilometers</p> <p>0 450 900 Feet</p> 	<p><b>Legend:</b></p> <p> Project Area</p>
	<p>Figure 8: 1950 USGS Lacombe, LA topographic map (7.5-minute Scale)</p>	<p>This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.</p>





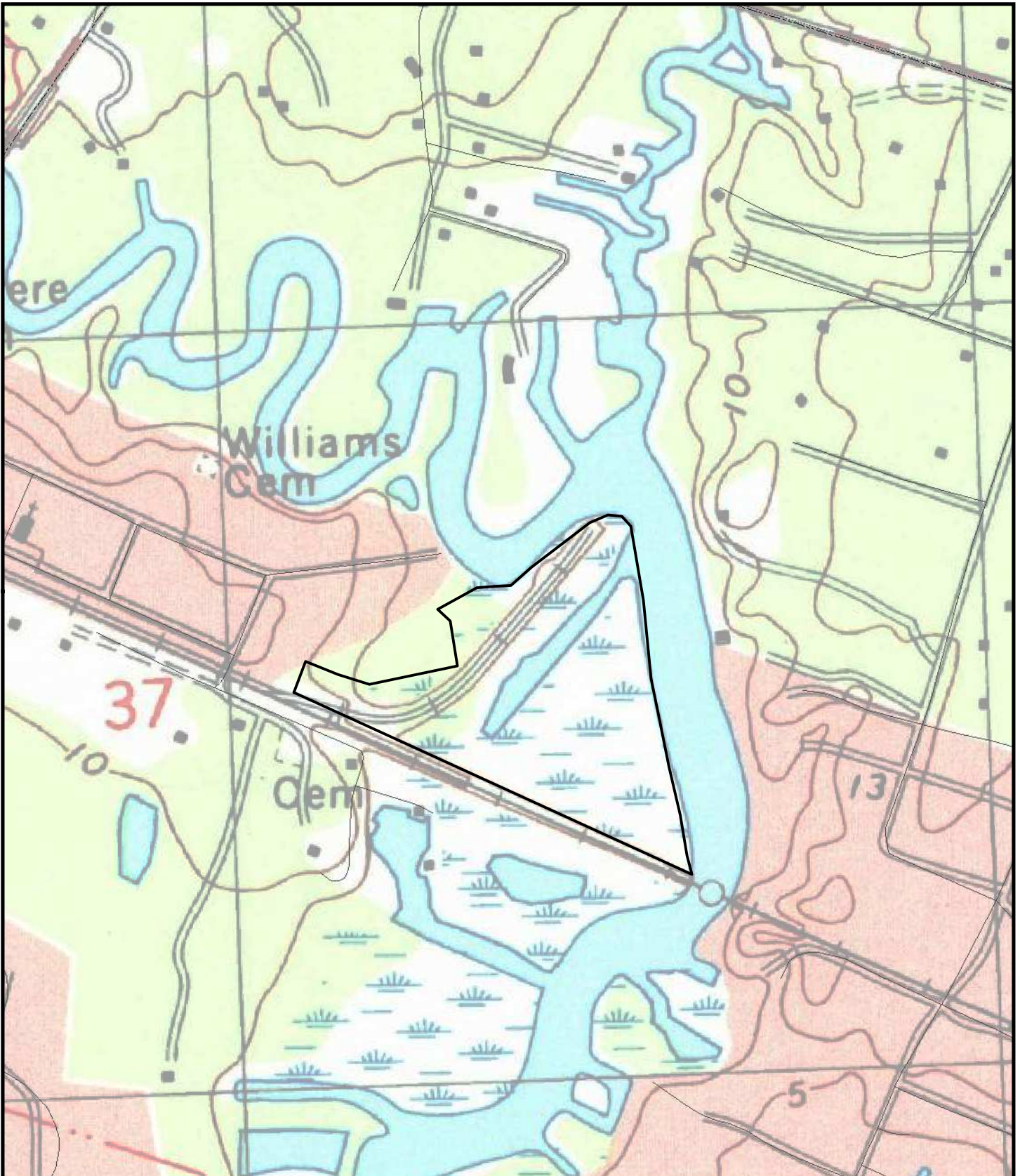
0 0.05 0.1 0.2 Kilometers  
 0 450 900 Feet

Figure 9: 1971 USGS Lacombe, LA topographic map (7.5-minute Scale)

**Lacombe Trace Trails CRM Phase I Survey**

**Legend:**  
 [Black Outline] Project Area

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0 0.05 0.1 0.2 Kilometers  
 0 450 900 Feet

Figure 10: 1998 USGS Lacombe, LA topographic map (7.5-minute Scale)

**Legend:**  
 [Black Outline] Project Area

**Lacombe Trace Trails CRM Phase I Survey**

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### 3.0 PREVIOUS INVESTIGATIONS

ELOS conducted historic research and a background review of historic maps, aerial photographs, examined local and regional archives and other relevant public records, and completed a review of the online archaeological site files maintained in the Louisiana Division of Archaeology Cultural Resource Database. ELOS' research found that one previous cultural resources survey was conducted within 1.0-mile (mi.) [1,609.34-meter] of the project area. Three archaeological sites comprised of cemeteries, 29 historic structures greater than 50 years in age, three historic bridges, and two stone markers are also located within the expected APE (**Figures 11 and 12, and Table 1**). Note that all three of the cemeteries possess both a historic structure number and an archaeological site number. Two resources, the Williams Cemetery and the Francois Cousins house are listed in the NRHP.

#### Previous Investigations

The single cultural resources survey conducted within 1.0-mi. (1,609.34 m) consisted of a Phase II hydrographic survey of submerged resources in various waterways along Lake Pontchartrain's Northshore including Bayou Lacombe and Big Branch Bayou (LDOA #22-1327; Saltus 1988). This survey was first carried out through by first conducting interviews with informants about resource locations, then examining records concerning wrecks and snags, and finally conducting field survey using a magnetometer. During that survey, no submerged resources were found in the portion of Bayou Lacombe immediately adjacent to the project area or along its bankline (Saltus 1988:131-133).

#### Previously Recorded Cultural Resources

As noted above, a total of 37 cultural resources are situated within a 1.0-mi. (1,609.34 m) radius of the present project area (**Table 1**). Three of the resources are cemeteries, three are historic bridges, two are memorial markers, and the remaining 29 resources are buildings greater than 50 years in age. The three cemeteries were also recorded as archaeological sites and were given a State of Louisiana trinomial number. However, other than the cemeteries, no subsurface buried cultural resources have been recorded within the study area. Two resources are listed in the NRHP, The Williams Cemetery (NRHP #52041001, LHRI # 52-00619/16ST242), and the Francois Cousin House (LHRI #52-00611/ NRHP #01000008).

#### Buildings Greater than 50 Years in Age

There are 29 buildings greater than 50 years in age located west of the project area, all are located in the town of Lacombe, Louisiana. Of the 29 buildings one is listed in the NRHP, the Francois Cousin House (LHRI #52-00611/ NRHP #01000008). The residence is located at 28061 Main Street in Lacombe. It was first recorded in 1982 and examined again in 1999 by Louisiana Historic Preservation staff. It was listed in the NRHP in 2001. The structure is a French Colonial Creole Cottage that was constructed sometime between 1780 and 1800. The most striking feature of this structure is its construction using *brique-entre-poteaux* (bricks between posts). Originally French colonial construction used heavy timbers or logs installed vertically on a sill, *poteaux-sur-sol*, or posts set into the earth, *poteaux-en-terre* as framing for structures. Between the framing, a filling of lime mortar or clay mixed with small stones (*pierrotage*) or a mixture of mud, moss, and animal hair (*bousillage*) was used to wall-in the structure (Edwards et al. 2004). However, by the late 1700s the *pierrotage* and the more familiar *bousillage* was replaced by bricks. The house also

features a gallery (porch) that extends along two sides of the house, a gabled roof that is supported by colonettes with a central chimney. The walls are six inches thick with the timbers joined with mortises and tenons and wooden pegs. The mortar used between the brick was made of oyster shell. When the house was initially recorded, it was suggested that the bricks used for the house were made on the property.

Of the remaining 28 previously recorded buildings that are 50 years old or older, the eligibility of four structures has not been determined, and would require additional investigation to make an evaluation concerning their historic significance (LHRI # 52-00569, LHRI # 52-00612, LHRI # 52-00615, LHRI # 52-00621). These buildings, all date to the early twentieth century and include architectural styles that consist of a Bungalow, Queen Anne, Creole Cottage, and Double Shotgun styles. The remaining 24 buildings are not considered eligible for inclusion in the NRHP, these resources consist of bungalows and cottages, some with Queen Anne, craftsman details.

### **Cemeteries**

The La Fontaine/The Hill/Lafriere Cemetery (LHRI #52-00572/16ST261) is located west of the present project area at the juncture of Highway 190 and Lake Road in Lacombe, Louisiana. The cemetery is comprised of 35 burials, including below ground internments and above ground tombs. The cemetery is clearly marked and enclosed by a wrought iron fence. The two oldest graves date to 1852 and 1881, both of these markers are written in French. This resource is considered not eligible for inclusion in the NRHP.

The Williams #1 Cemetery (NRHP #52041001 LHRI # 52-00619/16ST242) is located at the eastern extent of Main Street in the town of Lacombe. It has been recorded as a structure, an archaeological site, and is currently listed in the NRHP. There are 154 burials noted within the confines of the cemetery. It is partially enclosed with a chainlink fence and an overgrown cane break. The condition of the cemetery was listed as altered, but excellent. The oldest burial dates to 1916. Due to its significance as a preserved African American cemetery, it was listed in the NRHP in 2018.

The Louis Cousin Cemetery (16ST269) is located on Frye Road on the south side of the Tammany Trace Bike Path, and south of the present project area. The cemetery consists of approximately 21 burials including below ground internments and above ground tombs. The oldest marked burial is dated to 1851. The cemetery is named for Louis Cousin, who is buried there. Louis is a member of a prominent Lacombe family and was born in 1823 and died in 1904. The site is in need of repairs, and locals indicated that several headstones have been stolen. This resource is not considered eligible for inclusion in the NRHP.

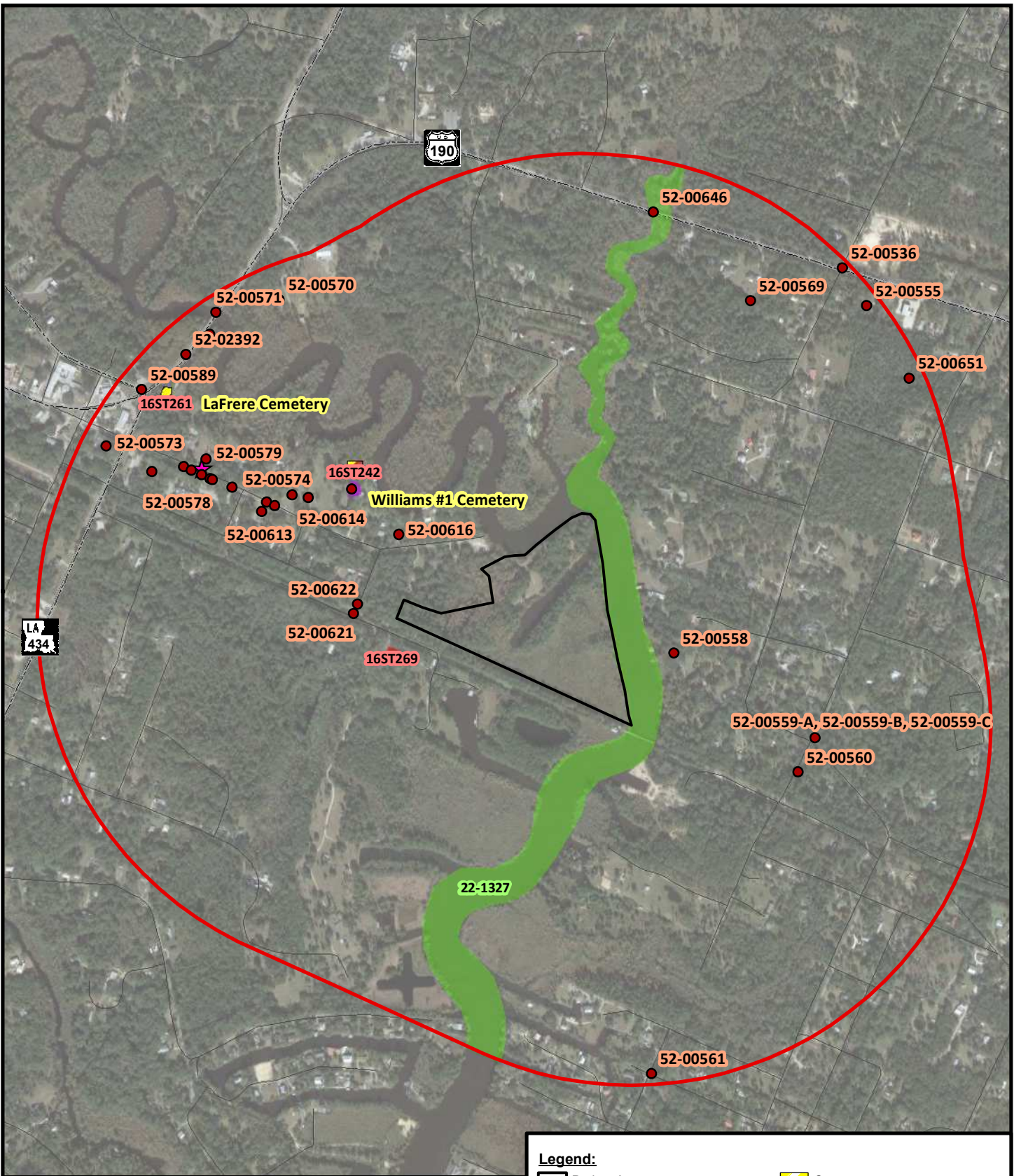
### **Historic Bridges**

A total of three historic bridges were identified in the vicinity of the present project area. One is a railroad bridge (LHRI ##52-00561) that spans Bayou Lacombe immediately southeast of the project area along the abandoned rail line. It consists of a single spanned, plate grided, railroad swing bridge with a small operator's shack. It was built in 1940, but because of extensive alterations made during the intervening decades, it is not considered eligible for inclusion in the NRHP. The remaining two bridges are vehicular bridges. One bridge was examined as part of the DOTD Historic Bridge Project LHRI # (52-00571/ LHRI #52-02392/DOTD Recall #058930).

This bridge is located west of the project area located along Highway 190 spanning Bayou Lacombe and consists of a 1938 plate girder swing bridge. This bridge is considered eligible for inclusion in the NRHP due to its significance under Criterion C (Design/Engineering). The final bridge, LHRI #52-00646, is located over Big Branch Bayou north of the project area along Highway 190. It was constructed in 1935 and consists of three spans made of concrete. It is not considered eligible for inclusion in the NRHP.

### **Historic Markers**

There are two historic markers commemorating Father Rouquette. These markers are located on the grounds of Sacred Heart Church on Main Street in Lacombe, Louisiana west of the present project area. 52-00618-A has an inscription on its base that reads “L’ABBE ROUGUETTE OF LOUISIANA, CHATA-IMA, 1813-1887, PPOET-ORATOR-MISSIONARY, Here was Begun His Birst Work Among the Choctaw Indians.” Also included was an inscription noting that the marker was erected by the Bienville Assembly Knights of Columbus, October 12, 1913. The Louisiana Historic Resource Form states that according to the 1941 *WPA Guide to LA*, a cross with that description was noted at nearby cemetery that had four graves. The second marker is noted as a cross on Sacred Heart Church ground, but offers no further information. Neither object is considered eligible for inclusion in the NRHP.



**Legend:**

- Project Area
- Half Mile Buffer
- LHRI Standing Structure
- Cemetery
- Archaeological Sites
- National Register Individual Listing
- National Register District
- Hydrographic Survey
- Highway
- Roadway

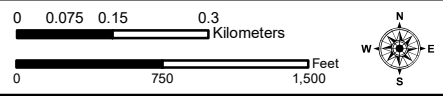
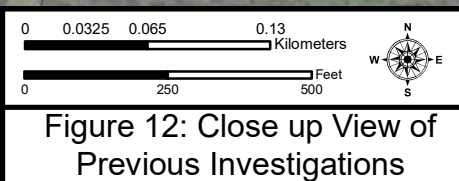
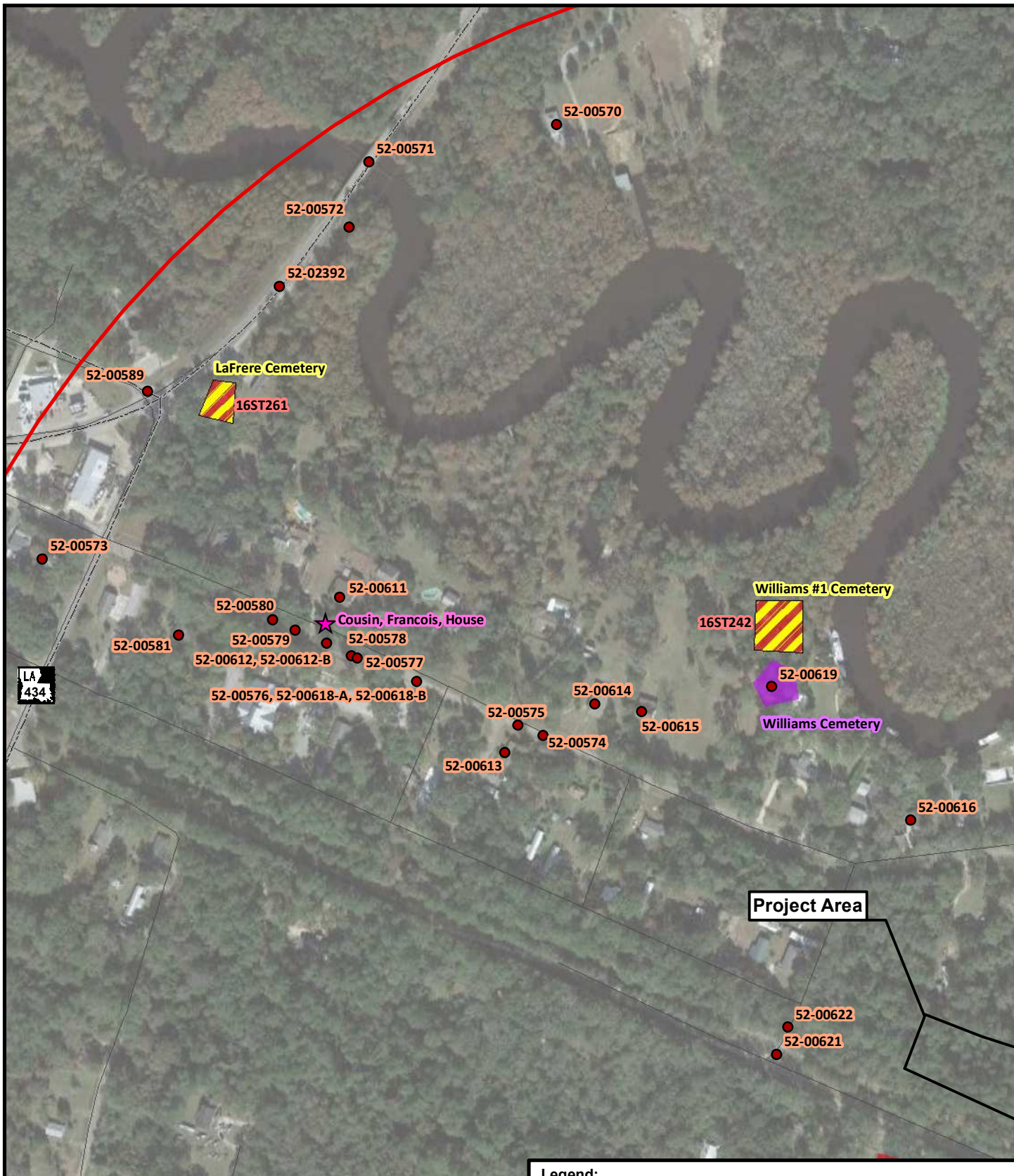


Figure 11: Previous Investigations

**Lacombe Trace Trails CRM Phase I Survey**

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**Figure 12: Close up View of Previous Investigations**  
**Lacombe Trace Trails CRM Phase I Survey**

**Legend:**

Project Area	Cemetery
Half Mile Buffer	Archaeological Sites
LHRI Standing Structure	Highway
National Register Individual Listing	Roadway
National Register District	

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**Table 1: St. Tammany Lacombe Trail and Trace Project Previously Cultural Resources within 1.0-Mile (1,609.34 m) Buffer**

Resource Number	Type of Resource	Form-Style	Approximate Date of Construction	NRHP Eligibility
55-00536	Building	Bungalow	1925	Not Eligible
55-00555	Building	Rustic Bungalow	1940	Not Eligible
52-00558	Building	Craftsman Bungalow	1910	Not Eligible
52-00559-A	Building	Queen Anne	1900	Not Eligible
52-00559-B	Building	Double Pen Servant's Quarter	1900	Not Eligible
52-00559-C	Building	Central Hall as Parlor	1900	Not Eligible
52-00560	Building	Shotgun	1910	Not Eligible
52-00561	Structure/Building	Railroad Bridge/Shack	1940	Not Eligible
52-00569	Building	Double Shotgun	1925	Eligibility Unknown
52-00570	Building	Bungalow	1939	Not Eligible
52-00572/16ST261	Historic Site	Cemetery	1852	Not Eligible
52-00573	Building	Pyramidal Cottage	1915	Not Eligible
52-00574	Building	Queen Anne Shotgun	1900	Not Eligible
52-00575	Building	Double Shotgun	1920	Not Eligible
52-00576	Building	Craftsman Bungalow	1925	Not Eligible
52-00577	Building	Bungalow	1925	Not Eligible
52-00578	Building	Craftsman Bungalow	1930	Not Eligible
52-00579	Building	Craftsman Bungalow	1930	Not Eligible
52-00580	Building	Shotgun	1910	Not Eligible
52-00581	Building	Bungalow	1935	Not Eligible
52-00589	Building	Craftsman Bungalow	1925	Not Eligible
52-00611/NRHP #01000008	Building	French Creole Colonial Cottage	1820	Listed
52-00612	Building	Queen Anne	1890	Eligibility Unknown
52-00612-B	Building	Double Pen	1890	Not Eligible
52-00613	Building	Bungalow	1925	Not Eligible
52-00614	Building	Craftsman Bungalow	1919	Not Eligible
52-00615	Building	Creole Cottage	1900	Eligibility Unknown
52-00616	Building	Creole Cottage	1800	Not Eligible
52-00618-A	Object	Stone Marker-Cross	1913	Not Eligible
52-00618-B	Object	Stone Marker-Cross	1930	Not Eligible
NRHP #52041001 52-00619/16ST242	Historic Site	Cemetery	1850	Listed
52-00621	Building	Bungalow	1910	Eligibility Unknown
52-00622	Building	Shotgun	1915	Not Eligible
52-00646	Structure	Vehicular Bridge	1935	Not Eligible
52-00651	Building	Bungalow	1935	Not Eligible
52-02392 & 52-00571/DOTD Recal #058930	Structure	Vehicular Bridge	1938	Eligible
16ST269	Archaeological Site	Cemetery	1803	Eligibility Unknown



## **4.0 METHODS**

An archival review portion of this investigation included a review of previously reported archaeological and historic site records and previous survey reports on file at the Louisiana Department of Archaeology, as well as a search on the Louisiana online NRHP database and the National Parks Service (NPS) online National Register Information System (NRIS). All previously reported archaeological and historic resources and surveys within 1-mile radius of the APE were investigated. Analysis of this data assisted in establishing a contextual framework for the types and density of cultural resources in the project area as well as understanding how this investigation relates to the body of archaeological and historic research for the project vicinity.

### **4.1 Archeological Site Survey Methods**

Although the project area is covered with Aquet, dredged soils that overlay a deposit of accreted soil deposits from Bayou Lacombe (see Chapter 2), the locale was considered a low probability area for encountering prehistoric cultural deposits. However, because it was known that mid-twentieth century structures were present with the project area, it was assumed that associated buried deposits may be present. Therefore, the APE was investigated with a program of high probability subsurface testing and pedestrian survey. Thus, the surveying methodology for the 25.527 acres (10.330 hectares) consisted of close interval high probability systematic shovel testing at 30 m intervals along transects that were spaced 30 m apart (**Figure 13**). The STP locations were pre-plotted on a grid system, then mapped with Geographical Positioning System (GPS) coordinates to provide systematic coverage of the survey area.

### **4.2 Systematic Testing Methodology**

Prior to the Phase I survey, ELOS staff conducted a site visit to assess the project area. During this site visit, ELOS performed a pedestrian survey across the entire project area. Based on the observations made during that visit, it was found that a large portion of the project area was comprised of marsh/swamp with standing water. The areas containing standing water were excluded from the shovel testing grid. In the areas that did not contain standing water, STP locations were pre-plotted, and located by field personnel using a combination of hand-held Trimble TDC100 GPS units, compasses, and pacing methods. Upon reaching the designated point, the shovel test was excavated and recorded. Ground visibility was approximately 25-35% due to thick ground vegetation comprised of a variety of grasses, flowering plants and trees.

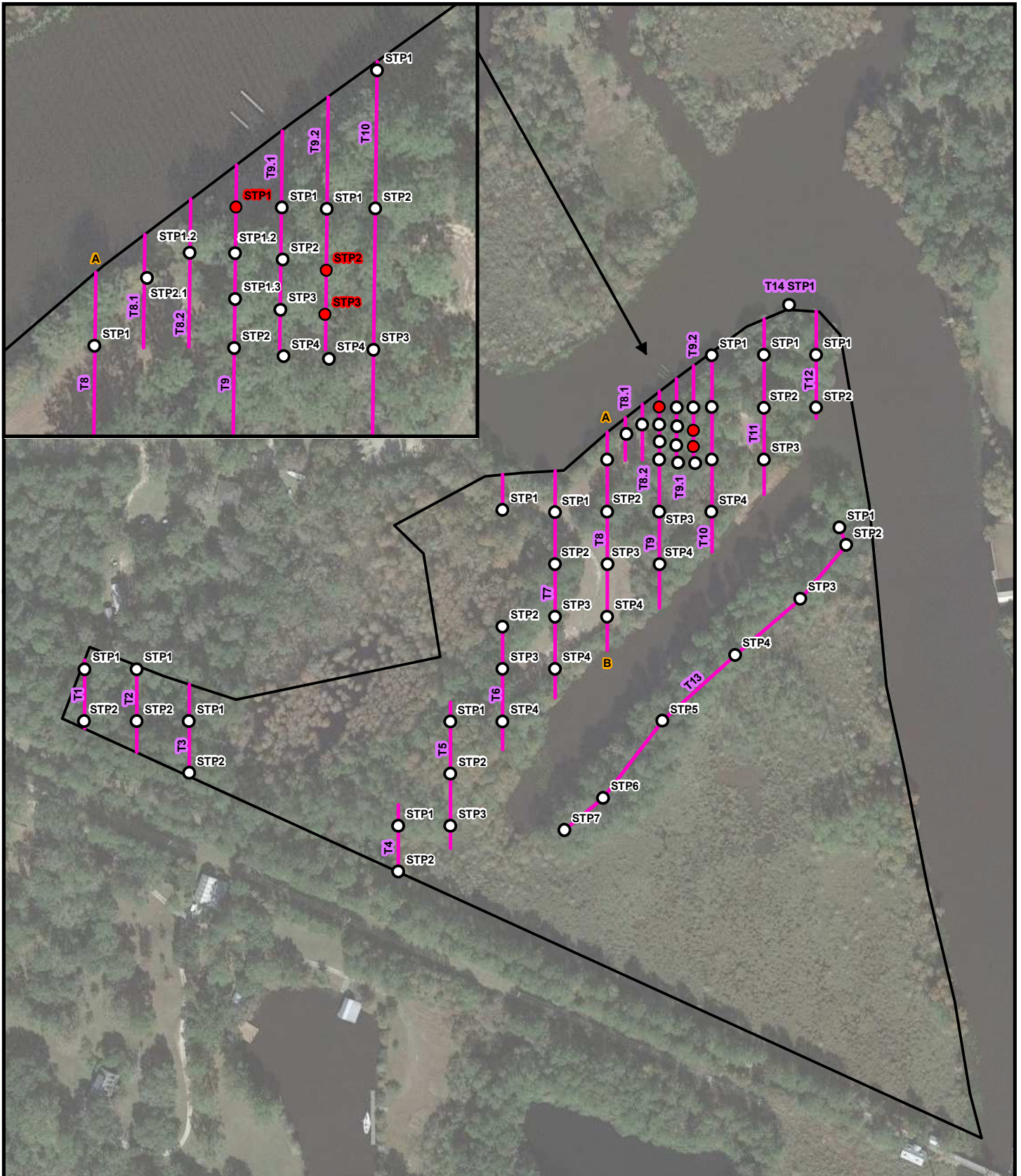
Each STP was 30 cm in diameter and excavated in 10 cm increments to a minimum depth of 50 cm or to sterile soil or water, whichever occurred first. All excavated soil samples were then examined in the field by photograph, recording soil colors and textures, and was screened through 0.64 cm (0.25 in) hardware cloth; extremely wet soils and clay were hand-sifted, troweled, and examined visually for cultural material. Each sample point was excavated to 50 cm or until water inundation, whichever occurred first. Munsell® Soil Color Charts were used to record soil color; soil texture and other identifiable characteristics were recorded using standard soils nomenclature. Soil stratigraphy was recorded for each STP, and all shovel tests were backfilled immediately after completion of recording.

### **4.3 Pedestrian and Bankline Survey**

In addition to the systematic shovel testing program, ELOS conducted a pedestrian and bankline survey throughout the project area. The pedestrian survey was conducted by foot and by boat along the southern and eastern portions of the project area. This was done in an attempt to locate any access points into these areas that was not inundated so additional shovel testing could be conducted and to locate any cultural material or deposits that were exposed to the ground surface. The bank line survey was performed by boat, to examine the exposed banks of Bayou Lacombe and the various inundated dredged cuts across the project area to ascertain if any cultural material was located deeper within the subsurface due to the level of fill material encountered during the shovel testing.

### **4.4 Curation Statement**

A copy of this report and all records of this project will be curated with the SHPO at the main office in Baton Rouge, Louisiana. The artifacts discovered during this Phase I will be returned to the land owners, which in this case is St. Tammany Parish.



0 0.025 0.05 0.1 Kilometers  
 0 195 390 Feet

Figure 13: Shovel Test Points and Pedestrian Survey Aerial Overview

**Legend:**

- Project Area
- Transect
- Negative
- Positive

**Lacombe Trace Trails  
 CRM Phase I Survey**

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.

## 5.0 RESULTS

The cultural resources Investigations were carried out across 100 percent of the site. The survey consisted of pedestrian survey, systematic shovel test excavation, and a bank line survey by boat. This investigation resulted in the recordation of the one archaeological site and eight structures greater than 50 years in age.

### 5.1 Archaeological Investigation

In July 2021, ELOS conducted a Phase I cultural resource survey of 25.527 acres (10.330 hectares) in St. Tammany Parish, Louisiana for the proposed Lacombe Trace and Trails project. The Phase I investigation was completed in fulfillment of the requirements of Section 106 of the NHPA of 1966 as amended. Fieldwork was performed in two mobilizations, June 14 through June 18, 2021, and July 13 and 14, 2021. During the first mobilization, a field crew of four individuals conducted a 100 percent pedestrian survey of all ground surfaces that were not covered by water, as well as subsurface testing in the form of excavation of shovel tests. The shovel tests were systematically excavated at 30 m intervals along transects spaced 30 m apart. Each shovel test measured a minimum of 30 cm in diameter, and was excavated to a depth of 50 cm below the ground surface or to a depth where the soils were too compacted to allow for excavation. The excavated soil matrix was passed through quarter-inch hardware cloth. The characteristics of the soil found in each shovel test was recorded. These characteristics included soil color, plus hue and chroma, and the soil type and texture. The archaeological investigation resulted in the examination of archaeological site 16ST281, an abandoned bed for a rail spur.

#### Shovel Testing

A total of 35 shovel tests were excavated along 12 twelve transects across the project area (see **Figure 13**). The typical soil profile found in the shovel tests consists of three strata. The soil profile consists of a 10 cm thick dark brown (10YR3/2) clayey sandy loam, beneath which was a 15 cm thick layer of grayish brown (10YR 4/2) clayey sand with some oxidation, followed by a deposit of yellowish brown (10YR 6/4) clayey sand with tightly packed shells (rangia clam shells) that extended to 50 cm below the ground surface. 34 shovel tests proved to be negative for cultural material. One shovel test, STP #1 on Transect 9, produced a single shard of early twenty-first century bottle glass, and a single piece of unidentifiable iron (**Figure 14**).

During the second mobilization, 13 additional delineation shovel tests were excavated adjacent to STP #1 TR #9 at 10 m intervals. This was to determine if additional cultural material was present, and if so, did they constitute the presence of an archaeological site. A total of 15 artifacts were found in three additional shovel tests. The cultural material consisted of early twenty-first century glass shards, a metal pull tab, an iron fragment, a wire nail, a roofing nail, and a railroad spike (**Figure 15 - Figure 18**). This material was found in the upper disturbed 10 cm of the shovel test, and were identified as recent trash, and thus do not constitute an intact cultural deposit but recent trash. However, the railroad spike recovered from the shovel test is certainly associated with the rail spur that was utilized by the Green Brothers Gravel Company in the late twentieth century (see **Figure 9**).



**Figure 14:** A single piece of unidentifiable iron, and a single shard of early twenty-first century bottle glass from Transect 9 Shovel Test 1



**Figure 15:** Early twenty-first century glass shards recovered from Transect 9.2 Shovel Test 2



**Figure 16:** Brick fragments and a square head nail recovered from Transect 9.2 Shovel Test 3



**Figure 17:** Early twenty-first century glass shards recovered from Transect 8 Shovel Test 1.2



**Figure 18:** A railroad spike, iron fragment, nail, and metal pull tab recovered from Transect 9.2 Shovel Test 2

In addition to the delineation shovel tests, seven shovel tests were excavated along a ridge in the southeastern portion of the project area. The soils found in these shovel tests generally consists of two strata comprised of a 10-centimeter thick 10YR 3/2 silty sandy clay loam, beneath which was a 30-centimeter-thick deposit of 10YR 8/2 clayey sand, and a layer of 10YR 6/4 clayey sand that extended to 50 cm below the ground surface. It appears this ridge consists of redeposited dredge material. No artifacts were found in this area.

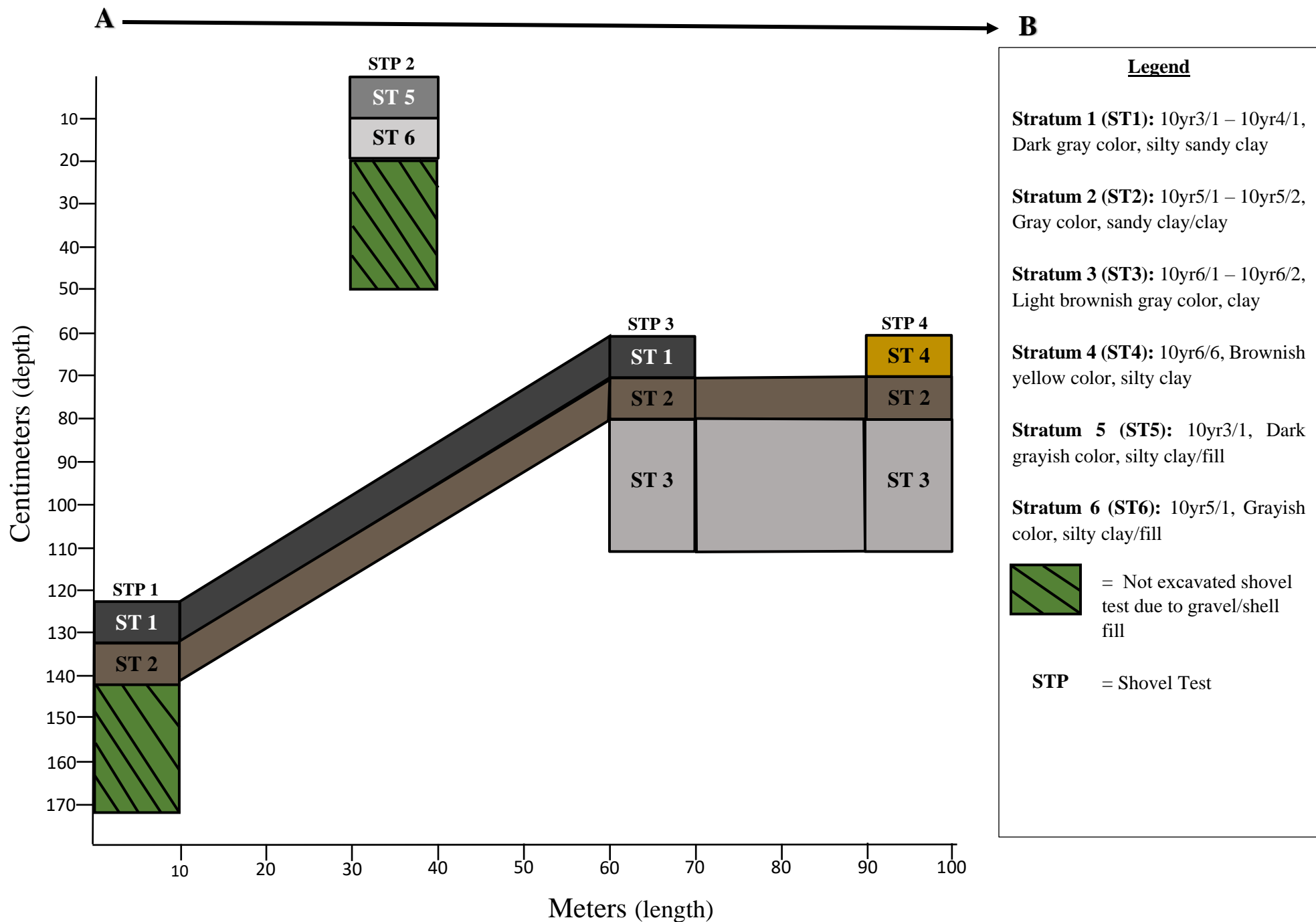
### **Soil Cross Section**

To gain a more complete picture of the stratigraphy across the project area, a cross section was developed based on data from STP 1 to STP 4 along Transect 8 (**Figure 19**). Locations of the cross sections are shown on **Figure 13** extending between A and B on Transect Line 8. Transect 8 was chosen due to it being centrally located on the site, and spanning across the shovel testing area. STP 1 and 2 were terminated at 20 cm due to impenetrable gravel/shell fill material represented on **Figure 19** as “not excavated”. Throughout this transect a total of 6 Strata comprised of man-made fill were identified. The fill was placed over the marsh soils. None of the shovel tests penetrated to the marsh soil. Stratum 1 consisted of 10YR 3/1 to 10YR 4/1, dark gray, silty sandy clay with gravel and shell and was present in STP 1 and STP 3 between 0 cm and 10 cm below the ground surface. Stratum 2 was a 10YR 5/1 to 10YR 5/2, gray colored, sandy clay/clay with gravel and shell and was present in STPs 1, 3 and 4 and measured 10 cm to 20 cm in thickness. Stratum 3 was a 10YR 6/1 to 10YR 6/2 deposit of light brownish gray clay and was present in STPs 3 and 4 and was found between 20 cm and 50 cm below the ground surface. Stratum 4 consisted of 10YR 6/6, brownish yellow, sandy clay with gravel and shell and was found within the first 10 cm of the soil profile in STP 4. Stratum 4 is believed to be a deposit from flooding events that was placed

over the other fill deposits. Periodic cycles of flooding and receding water exposing the ferrous inclusions in the soil to the air causes them to oxidize thus giving the soil its brownish yellow coloration. Stratum 5 was a 10YR 3/1, dark grayish color silty clay/fill located within the first 10 cm of STP 2. Stratum 6 was a 10YR 5/1, grayish color silty clay/fill with shell and gravel and was present in STP 2 between 10 and 20 cm below the ground surface. Both, Stratum 5 and 6, are located within the archaeological site are associated with the construction of the railroad bed (Site 16ST281) and are not associated with the other fill strata found across the project area.



Figure 19: Transect Line 8, Shovel Tests 1- 4 Cross Section



### **Bankline Survey**

A bank line survey was performed by boat, to examine the exposed banks of Bayou Lacombe and the various inundated dredged cuts across the project area (see **Figure 13**). A bank line profile was cleared at the northern portion of the project area. This profile was cleared to provide a more complete picture of the soil profile and stratigraphy of the project area. The upper portion of the profile reflected the soil stratigraphy found in the shovel tests and consisted of a 10 cm thick dark brown (10YR 3/2) clayey sandy loam, beneath which was a 15 cm thick layer of grayish brown (10YR 4/2) clayey sand with gravel and shells and some oxidation, followed by a deposit of yellowish brown (10YR 6/4) clayey sand with tightly packed shells (rangia clam shells) that extended to 50 cm. However, the strata of shell extended for approximately 1 m below the ground surface beneath which was a deposit of red (7.5R 3/4) clay measuring 15 cm thick. At this level the remnants of the rail spur were found protruding from the bank line. These remnants consisted of two metal rails. The final deposit consists of yellowish brown (10YR 6/4) clayey sand with tightly packed shells that extended to the level of Bayou Lacombe. This profile shows two fill episodes comprised of shells and are divided by a deposit of red clay. It became obvious that the majority of soils found across the project area consists of manmade fill, deposited to raise the ground level and stabilized the ground surface for the construction of the rail spur and various cranes and barge docks for the dredge transfer station (**Figure 20**).



**Figure 20:** Photograph of bankline profile T14 STP 1, shown on Figure 21

**Newly Recorded Archaeological Site Lacombe Rail Spur (16ST281)**

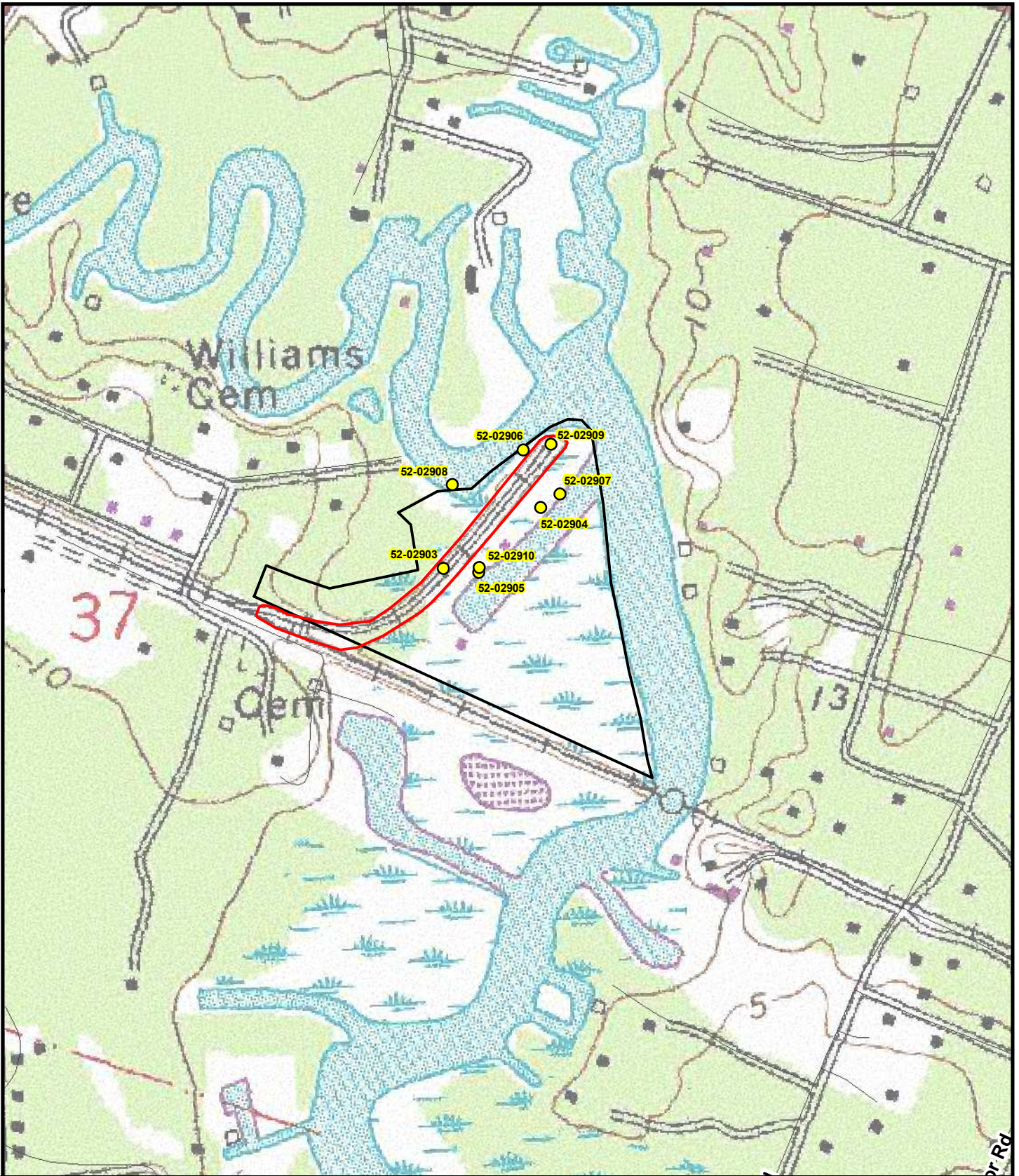
Although the artifacts recovered during the shovel testing program, except for the railroad spike, do not constitute an intact cultural deposit, one cultural feature was found that required recording as an archaeological site. This feature consists of the bed of a railroad spur, which will be referred to as the Lacombe Rail Spur (16ST281).

This feature extends from the southern portion of the project area to the northern most point of the project area overlooking Bayou Lacombe. The Lacombe Rail Spur consists of a mid to late twentieth century railroad spur. It was a small spur that was associated with the Illinois Central Railroad. According to the former landowner, Johnny Green, the rail spur was used a part of a rail to barge transfer station for dredge material from the mid-1950s to the early 1980s. Thus, indicating that the rail spur is 55 years old. The spur can be clearly seen on the 1971 Lacombe, LA 7.5minute USGS topographic map (**Figures 21 and 22**). The rail spur is “J”- shaped, extending from the northeast and curving across the area to the southwest. It measures approximately 500-meter in length, and in cross-section the base of the rail spur varies in width between 5 to 10-meter, and approximately 3 m at its apex. The height of the rail bed is a very low 30 cm at its southwestern end and about 2 m at the northern end. While at the northern end the rail bed measures about 2 m above the surrounding ground surface. Wooden rail ties, and iron rails, can be found along portions of the top of the rail bed. The site is bisected near the center by an access road that extends from the entrance of the proposed park to the bayou.

Shovel tests were excavated near the base of the of the rail spur as part of a Phase I investigation (**Figure 23**). The stratigraphy found in the shovel tests at the base of the rail bed consists of one shovel test produced a large railroad spike. Attempts were made to excavate shovel tests on the apex of the spur but were unsuccessful due to compaction of the soil. Although this feature will receive an archaeological site number, it has been extensively impacted through disturbance, and is not considered significant.

## **5.2 Historic Structure Survey**

In addition to the archaeological investigation within the direct APE, reviewed the historic structures within a 1.0-mile indirect APE. Because of intervening vegetation that is present on the project area, and is likely to remain as part of the park it was determined that none of the previously recorded historic structures will be impacted by the proposed work and the resultant park structures. However, eight historic structures were identified within the project area. These structures include a Train locomotive (52-02903), a crane (52-02904), a concrete dock platform (52-02905), two partially submerged barges (52-02906, 52-02907), a retaining wall along bayou Lacombe (52-02908), an earthen dry dock/drag slip with wooden retaining walls (52-02909), and a dock with a metal ramp (52-02910) (see **Figures 21 and 22**).



0 0.05 0.1 0.2 Kilometers  
 0 450 900 Feet

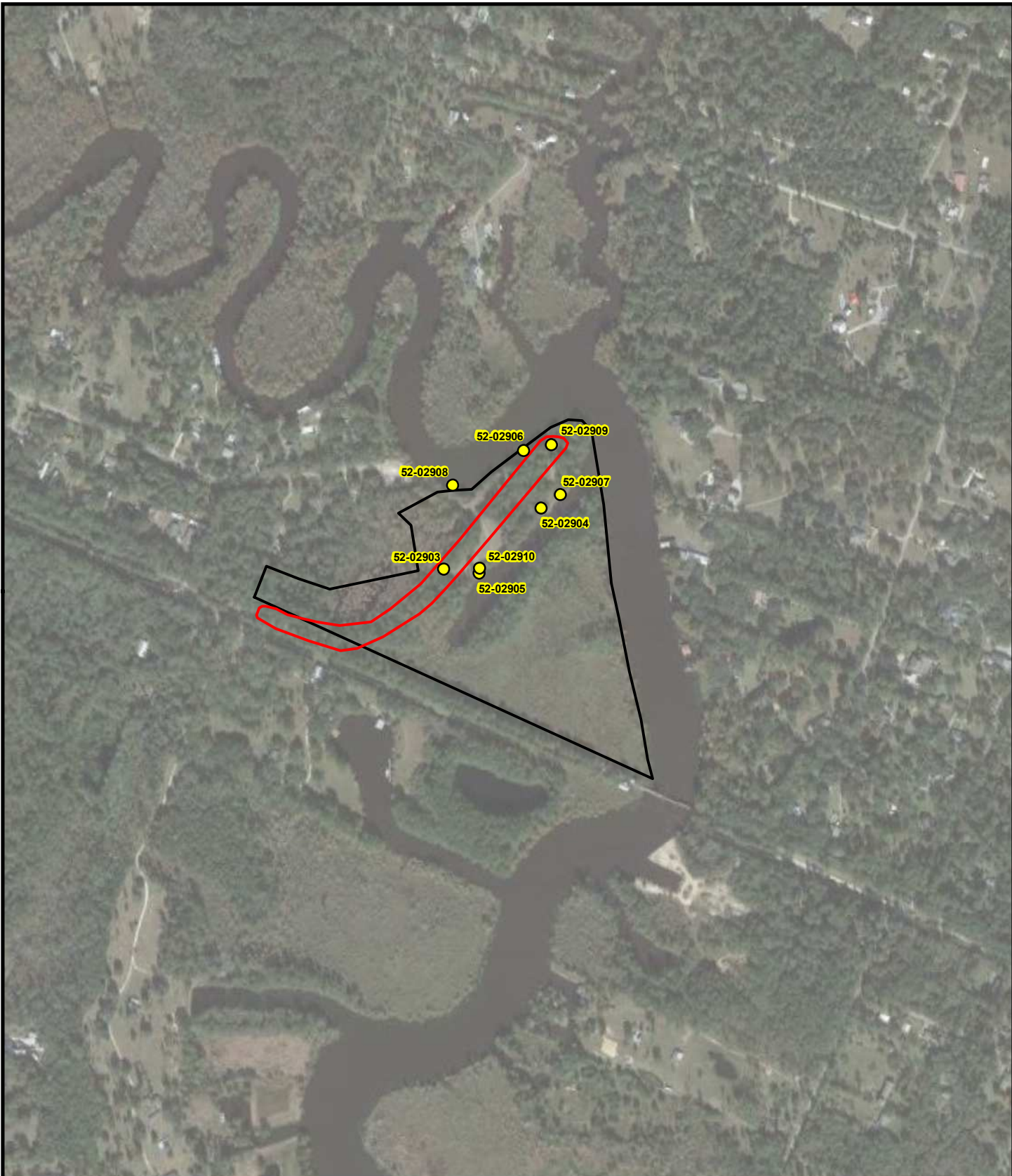
Figure 21: Site and Structure Locations Topo (1971)

**Lacombe Trace Trails CRM Phase I Survey**

**Legend:**

- Project Area
- Archaeological Site 16ST281
- Site and Structure Location

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.



0 0.05 0.1 0.2 Kilometers  
 0 450 900 Feet

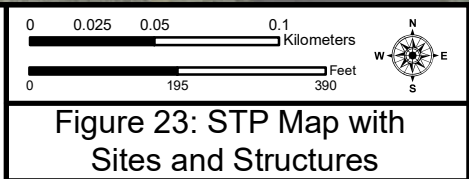
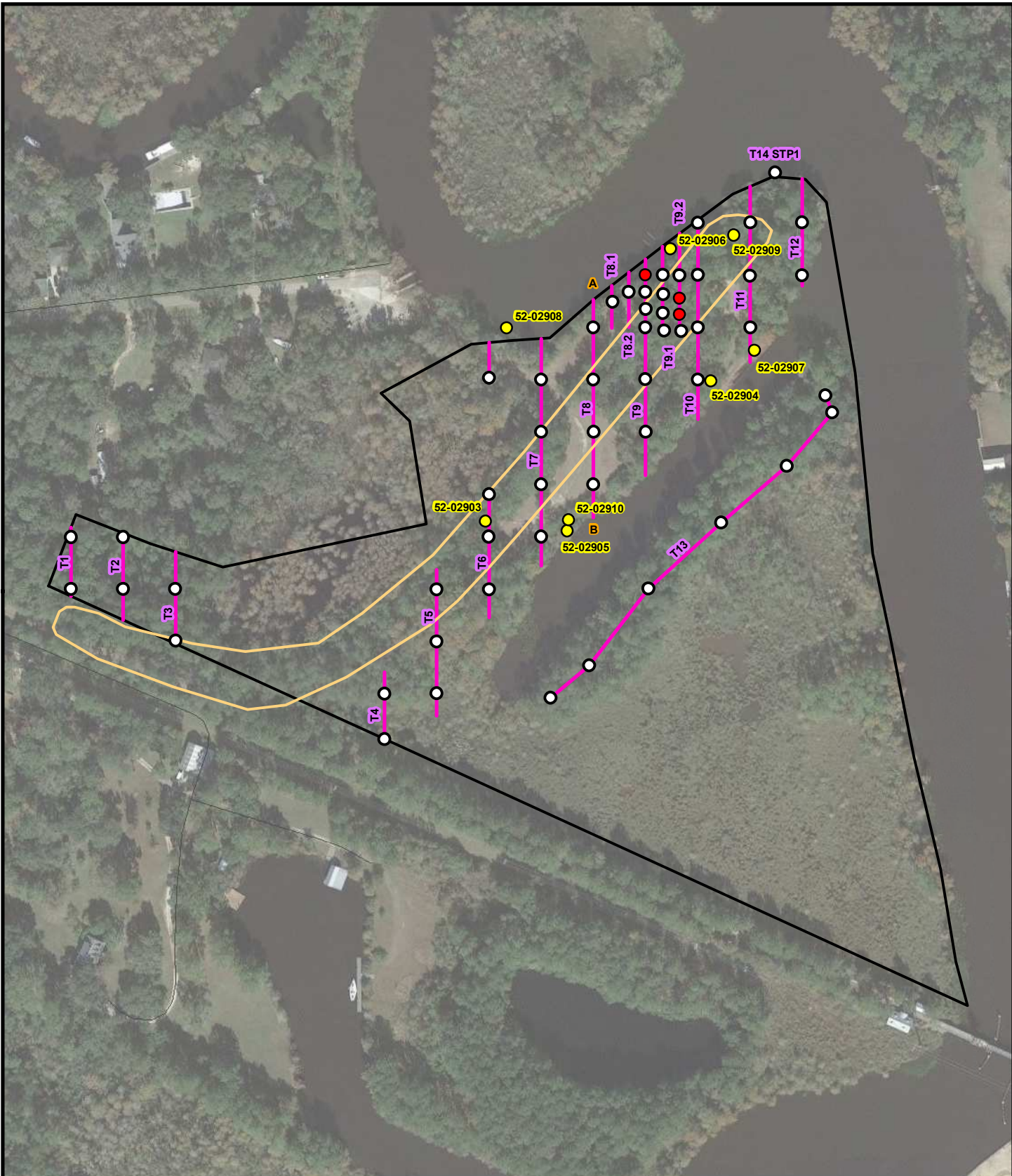
Figure 22: Site and Structure Location Aerial

**Lacombe Trace Trails Environmental Assessment**

**Legend:**

- Project Area
- Archaeological Site 16ST281
- Site and Structure Location

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.



**Figure 23: STP Map with Sites and Structures**

**Lacombe Trace Trails CRM Phase I Survey**

**Legend:**

- Project Area
- Archaeological Site 16ST281
- Transect
- Negative
- Positive
- Site and Structure Location

This figure was prepared utilizing public and proprietary data. It should not be used to establish any legal boundaries or specific locations. ELOS Environmental, L.L.C., is not responsible for any usage of this figure contrary to its original, intended purpose.

### 52-02903

This structure is located within archaeological site 16ST281 in the southern portion of the project area. It consists of the remains of the of a train locomotive (**Figure 24**). It is located in the southern portion of the site and within the limits of archaeological site 16ST281 (**Figure 21** and appears this locomotive is an EMD (Electro Motive Diesel) Model 40. This type of locomotive, is initially produced in 1922 by the Electro-Motive Engineering Corporation, a designer and marketer of gasoline-electric self-propelled rail cars. It was later renamed Electro-Motive Company (EMC). In 1930, General Motors purchased Electro-Motive Company and the Winton Engine Co., and eleven years later it expanded EMC to include locomotive engine manufacturing as Electro-Motive Division (EMD). GM retained EMD until 2005 when it was sold to an equity group.

Built on 29 August 1942 as U.S. Army 7953, this locomotive was one of 11 Model 40 diesel-electric switchers built by the Electro-Motive Corporation and its successor, the Electro-Motive Division of General Motors. Built between August 1940 and April 1943, each 4-wheel unit weighed between 40 and 44 tons and was powered by two 150HP Detroit Diesel Model 6-71 truck engines. It was given serial number 2285, and seems to have spent its entire life in southeast Louisiana. Known owners included the Gulf South Warehouse Co. in New Orleans (which may have been its original assignment for the U.S. Army), American Creosote at Southport, and the Green Brothers' Coastal Sand & Gravel operation at Lacombe.

This locomotive was left on the remains of the rail spur (Site 16STXX). The motor parts including wiring and component parts have been removed from the locomotive. According to the former owner, he constructed the rail spur in the 1950s and conducted a dredge transfer operation in the area. It appears that this locomotive was utilized to move dredge material that was offloaded from barges moored in Bayou Lacombe, then transferred by crane to rail cars powered by the locomotive, then attached to larger trains on the Illinois Central Rail Road to be taken to other destinations.

Because this structure has been altered by the removal of most of its parts and its relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant. Therefore, it is not eligible for inclusion in the NRHP.





**Figure 24:** Structure 52-02903 Lacombe Rail Spur

#### **52-02904**

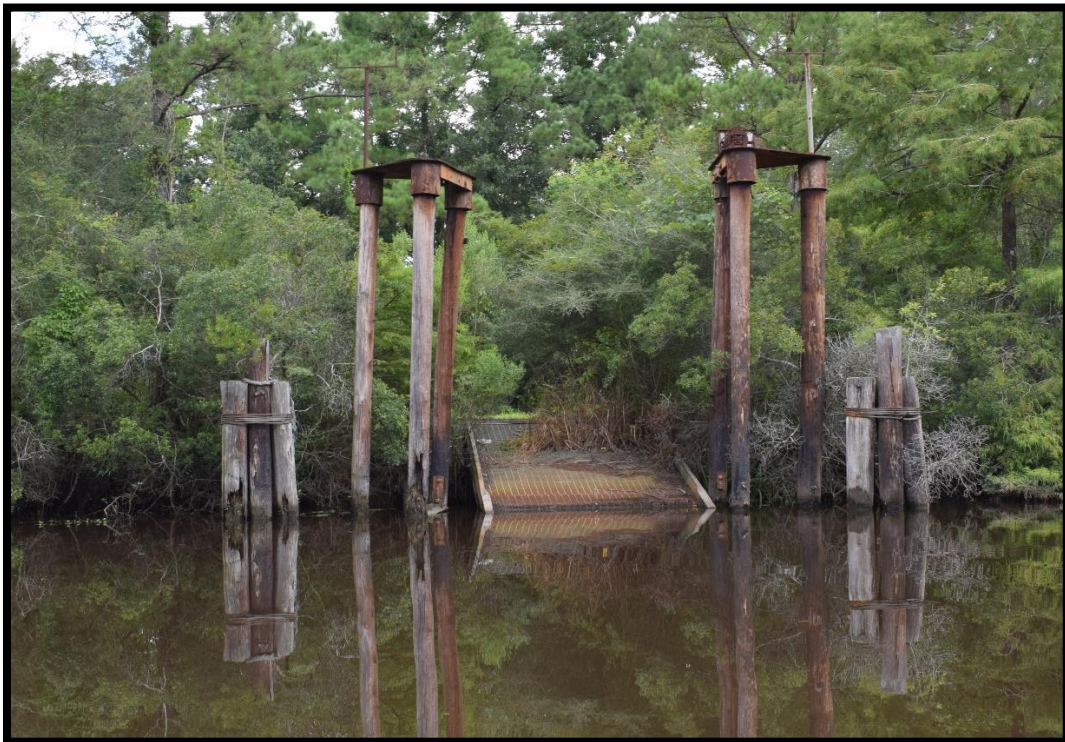
Structure 52-02904 consists of the remains of a crane (**Figure 25**). It is located within the central portion of the project area, on the western bank of the barge cut (see **Figure 21**). The crane rests on a base of stacked wooden rail road ties. The cab portion of the superstructure is gone as well as the boom and bucket, but the counterweight, and a pulley mechanism or luffing cylinder seem to be present. The crane was most likely used by the Green Brothers' Coastal Sand & Gravel operation between the 1950s and the 1980s. The actual manufacture date of the crane is unknown. Because this structure has been altered by the removal of most of its parts and its relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

#### **52-02905**

Structure 52-02905 is also located on the western bank of the barge cut, approximately 115 m southwest from structure 52-02904. It is a dock structure made of multiple materials including concrete, metal, and treated wooden poles (**Figure 26**). The main frame of the dock is made of concrete with a metal ramp. Most likely there was a leveler below metal ramp, but it now is either missing or non-functional. The wooden poles have pulley with ropes that were either used to help moor boats or barges, or aide in the transfer of dredge material. Based on the structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.



**Figure 25:** Structure 52-02904 Lacombe Crane



**Figure 26:** Structure 52-02905 Lacombe Transfer Dock 1

### 52-02906

Structure 52-02906 consists of the remains of a deck barge (**Figure 27**). It is located on the northwest portion of the project area along the bank approximately 145 m north east of the boat launch (see **Figure 21**). A deck barge has a flat deck that was most likely used as a platform for machinery such as cranes to aide in the transfer of dredge material. The barge was most likely brought to its present location by the Green Brothers' Coastal Sand & Gravel operation between 1950s to the 1980s. The barge is made of steel and iron. it has large cleats on the deck for tying off and mooring it. it is currently in very bad condition and is partially submerged. The deck is rusting and has large holes across it. Because of this structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.

### 52-02907

Structure 52-02907 consists of the remains of a second deck barge (**Figure 28**). It is located within the central portion of the project area, on the western bank of the barge cut (see **Figure 21**). A deck barge has a flat deck that was most likely used as a platform for machinery such as cranes to aide in the transfer of dredge material. The barge was most likely brought to its present location by the Green Brothers' Coastal Sand & Gravel operation between 1950s to the 1980s. The barge is made of steel and iron. it has large cleats on the deck for tying off and mooring it. it is currently in very bad condition and is partially submerged. The deck is rusting and has large holes across it. Because of this structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.



**Figure 27:** Structure 52-02906 Lacombe Dredge Barge 1



**Figure 28:** Structure 52-02907 Lacombe Dredge Barge 2

**52-02908**

Structure 52-02908 is located on the northwest portion of the project area along the bank approximately 55 m east of the boat launch (see **Figure 21**). This structure consists of a wooden retaining wall (**Figure 29**). The wall was most likely built during the ownership of the Green Brothers' Coastal Sand & Gravel operation in the 1950s to prevent the shell/gravel/soil fill from shifting or sliding into the Bayou. Based on the structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.



**Figure 29:** Structure 52-02908 Lacombe Retaining Wall

### **52-02909**

Structure 52-02909 is located approximately 38 m northeast from structure 52-02906 on the northwest bank of Bayou Lacombe (see **Figure 21**). This structure consists of a drag slip (**Figure 30**). The area was originally built up with fill associated with the rail spur, but then a cut was excavated through the foundational bed of the rail road spur, the sides were reinforced with wooden planking, and several poles were driven into the ground as moorings for boats. It is unclear if this structure was used as part of the Green Brothers' Coastal Sand & Gravel operation in the 1950s, or was constructed after the operation ceased and was used during highwater periods as a dock for pleasure boating. Because of this structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.



**Figure 30:** Structure 52-02909 Lacombe Drag Slip

**52-02910**

Structure 52-02910 is located on the western bank of the barge cut approximately 8 m north of structure 52-02905 (see **Figure 21**). This is a dock structure consists of a steel reinforced concrete platform that rest on steel reinforced concrete leg (**Figure 31**). Due to thick vegetation the Lacombe Dock 2 can only be seen from Bayou Lacombe and was not identified until the bankline survey. Because of this structure's relatively poor condition due to abandonment and neglect, it is considered that this structure is not significant and therefore not eligible for inclusion in the NRHP.



**Figure 31:** Structure 52-02910 Lacombe Transfer Dock 2

## **6.0 SUMMARY AND RECOMMENDATIONS**

In June and July of 2021, ELOS conducted a Phase I cultural resource survey on 25.527 acres (10.330 hectares) acres in St. Tammany Parish, Louisiana. This survey identified one new archaeological site, Site 16ST281. This site consists of a mid- to late-twentieth century railroad spur. The site extends from the southern portion of the project area to the northern most point of the project area overlooking Bayou Lacombe. Additionally, eight historic structures were identified and recorded within the project area. These structures include a train locomotive (52-02903), a crane (52-02904), a concrete dock platform (52-02905), two partially submerged barges (52-02906, 52-02907), a retaining wall along bayou Lacombe (52-02908), an earthen dry dock/drag slip with wooden retaining walls (52-02909), and a dock with a metal ramp (52-02910).

None of the newly recorded cultural resources are considered significant, and are therefore not eligible for inclusion in the NRHP. Additionally, none of the nearby NRHP listed properties will be impacted by the proposed work due to intervening vegetation that blocks the viewshed. Consequently, no further cultural resources work is recommended. A copy this report and all records of this project will be curated with the Louisiana SHPO in Baton Rouge, Louisiana. A duplicate copy of the report and records as well as the artifacts will be curated with the St. Tammany Parish Government, at Mandeville Louisiana.

## **UNEXPECTED DISCOVERIES**

Reasonable efforts have been made during this investigation to identify and evaluate possible locations of prehistoric or historic archaeological site locations. However, the possibility still exists that evidence of prehistoric and historic resources not identified during ELOS's investigation may be discovered during ground disturbing activities within the direct APE. Should evidence of archaeological resources be discovered during construction activities, it is recommended that all work in that portion of the project area cease immediately. Evidence of historic resources include: prehistoric or historic pottery, prehistoric stone tools, bone or shell tools, as well as historic archaeological remains. Should questionable materials be uncovered during construction, procedures contained in Advisory Council on Historic Preservation (ACHP) and 36 CFR Part 800 will take effect. If human remains are encountered, all work should stop and local law enforcement should be notified immediately in accordance with the provisions of the Louisiana Unmarked Human Burial Sites Preservation Act (Revised Statute 8:671-681). A copy this report and all records of this project will be curated with the Louisiana SHPO in Baton Rouge, Louisiana.

## **INADVERTENT DISCOVERY CLAUSE**

"In the advent that ground-disturbing work uncovers significant archaeological materials, such as stone arrowheads, ceramics, or early building foundations, or if work uncovers human burials or human remains, ground disturbing activities will immediately be stopped within a 300-foot radius and the materials protected. The State Historic Preservation Officer and the Choctaw Nation of Oklahoma Historic Preservation Department will be contacted as soon as possible, and given an opportunity to provide input before construction resumes. If any archaeological or cultural materials are discovered during the project undertaking, neither the construction team or the HUD applicant will disclose this information to the general public or the media in any manner. Discoveries of archaeological material will be kept private and confidential. "



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**Appendix 1:**  
**Louisiana Site Record Form**

# State of Louisiana Site Record Form

Update

**Site Name:** Lacombe Rail Spur  
**Other Site Designations:**  
**Project/Field Site No.:**

**State Site No.:**

**Parish:** St. Tammany

**UTM Coordinates:**

**Zone:** 16

**Easting:** 218414

**Northing:** 3356622

**Datum:** WGS 84

## Site Condition (select all that apply)

### Present Use:

- |  |   |
|--|---|
| <input type="checkbox"/> Agricultural      | <input type="checkbox"/> Pasture                      |
| <input type="checkbox"/> Sylvicultural     | <input type="checkbox"/> Residential                  |
| <input type="checkbox"/> Wooded            | <input type="checkbox"/> Urban                        |
| <input checked="" type="checkbox"/> Fallow | <input type="checkbox"/> Heavy Construction           |
| <input type="checkbox"/> Open Field        | <input type="checkbox"/> Light Construction           |
| <input type="checkbox"/> Yard/Lawn         | <input type="checkbox"/> Industrial                   |
| <input type="checkbox"/> Paved             | <input type="checkbox"/> Other (please explain below) |

### Other Conditions:

- |   |   |
|---|---|
| <input type="checkbox"/> Inundated                  | <input type="checkbox"/> Shoreline Erosion            |
| <input type="checkbox"/> Heavy Erosion              | <input type="checkbox"/> Clear-Cut                    |
| <input type="checkbox"/> Light Erosion              | <input type="checkbox"/> Modern Trash Dump            |
| <input checked="" type="checkbox"/> Roads or Trails | <input checked="" type="checkbox"/> Dredged           |
| <input type="checkbox"/> Transmission Lines         | <input checked="" type="checkbox"/> Spoil Bank        |
| <input type="checkbox"/> Submerged                  | <input type="checkbox"/> Other (please explain below) |

**Surface Visibility:** 21-40%

**Site Condition and Setting Narrative:** The site has been impacted significantly. Portions of the rails and ties have been removed, sections of the rail bed have been removed and graded to ground level, particularly in the center to provide road access to the bayou, and at the northern end of the spur to create a dry drag slip for boat access to Bayou Lacombe.

## Site Investigation (select all that apply)

**Nature of Investigation:** CRM Phase I

**Fully Delineated?** Yes  
**Artifacts Collected?** Yes

**Investigation Method(s):** **Surface Collection:**  Controlled  Uncontrolled  
**Shovel Testing:**  Systematic  Judgmental

**Test Units**  **Trenches**  
 **Excavation Units**  **Augering**  
 **Remote Sensing**  **Coring**

**Site Dimensions:** approximately 10m by 500 m narrow arched oblong in shape

**Site Investigation Narrative:** The site was investigated through systematic shovel test excavation at 30 m intervals along 30 m transects spaced 30 m apart and pedestrian survey as part of a Phase I survey of the wider vicinity. The site was delineated through pedestrian survey as shovel tests could not be excavated on the railroad bed due to compacted fill. The entire length of the rail spur is included in the project area. It is bounded on the north by Bayou Lacombe and on the south by the Tammany Trace Bike Path. One railroad spike was found in a disturbed context in a nearby shovel test. Thus, the entire site consists only of the rail bed.

# State of Louisiana Site Record Form (contd)

Site Name: Lacombe Rail Spur

State Site No.:

## Site Description (select all that apply)

*If form is an update, select only characteristics that apply to current visit.*

**Site Characteristics:**

Pre-Contact                       Post-Contact                       Both

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Artifact Scatter | <input checked="" type="checkbox"/> Earthwork(s) | <input type="checkbox"/> Standing Structure |
| <input type="checkbox"/> Single Artifact  | <input type="checkbox"/> Midden                  | <input type="checkbox"/> Historic Ruin(s)   |
| <input type="checkbox"/> Shipwreck        | <input type="checkbox"/> Shell Midden            | <input type="checkbox"/> Military           |
| <input type="checkbox"/> Mound(s)         | <input type="checkbox"/> Cemetery                | <input type="checkbox"/> Destroyed          |

**Cultural Affiliation:**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Pre-Contact (unknown)              | <input type="checkbox"/> Tchefuncte      | <input type="checkbox"/> Caddo - Early                  |
| <input type="checkbox"/> Paleo-Indian                       | <input type="checkbox"/> Marksville      | <input type="checkbox"/> Caddo - Middle                 |
| <input type="checkbox"/> Archaic (unknown)                  | <input type="checkbox"/> Issaquena       | <input type="checkbox"/> Caddo - Late                   |
| <input type="checkbox"/> Early Archaic                      | <input type="checkbox"/> Baytown         | <input type="checkbox"/> Post-Contact (unknown)         |
| <input type="checkbox"/> Middle Archaic                     | <input type="checkbox"/> Troyville       | <input type="checkbox"/> Historic Exploration 1541-1803 |
| <input type="checkbox"/> Late Archaic                       | <input type="checkbox"/> Coles Creek     | <input type="checkbox"/> Antebellum 1803-1860           |
| <input type="checkbox"/> Post-Archaic (UID pottery present) | <input type="checkbox"/> Plaquemine      | <input type="checkbox"/> War and Aftermath 1860-1890    |
| <input type="checkbox"/> Poverty Point                      | <input type="checkbox"/> Mississippian   | <input type="checkbox"/> Industrial & Modern 1890-1945  |
| <input type="checkbox"/> Woodland (unknown)                 | <input type="checkbox"/> Caddo (unknown) | <input checked="" type="checkbox"/> Post-WWII 1945-     |

**Site Function:**

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Pre-Contact (unknown)  | <input type="checkbox"/> Farmstead        | <input type="checkbox"/> Commercial/Service Cen.  |
| <input type="checkbox"/> Post-Contact (unknown) | <input type="checkbox"/> Plantation       | <input type="checkbox"/> Institution (Rel. & Ed.) |
| <input type="checkbox"/> Chipping Station       | <input type="checkbox"/> Residence        | <input type="checkbox"/> Governmental             |
| <input type="checkbox"/> Habitation             | <input type="checkbox"/> Urban            | <input checked="" type="checkbox"/> Industrial    |
| <input type="checkbox"/> Extraction Locale      | <input type="checkbox"/> Watercraft       | <input type="checkbox"/> Dump                     |
| <input type="checkbox"/> Ceremonial Center      | <input type="checkbox"/> Hist. Transport  | <input type="checkbox"/> Military                 |
| <input type="checkbox"/> Hamlet/Village         | <input type="checkbox"/> Cemetery (Mort.) |   |

**Description of Material (collected and observed):**

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Pottery (American Indian) | <input type="checkbox"/> Human Bone/Teeth         | <input checked="" type="checkbox"/> Construction Mat'l (brick, mortar, cement, wattle/daub) |
| <input type="checkbox"/> Chipped Stone             | <input type="checkbox"/> Unmodified Bone (faunal) | <input type="checkbox"/> Personal Items (jewelry, clothing, personal care)                  |
| <input type="checkbox"/> Ground Stone              | <input type="checkbox"/> Floral Remains           | <input type="checkbox"/> Toys (dolls, marbles, tea sets)                                    |
| <input type="checkbox"/> Projectile Points         | <input checked="" type="checkbox"/> Wood          | <input type="checkbox"/> Recreation Items (dice, musical instruments, dominoes, smoking)    |
| <input type="checkbox"/> Fire Cracked Rock         | <input type="checkbox"/> Charcoal                 | <input type="checkbox"/> Pottery (Non-American Indian)                                      |
| <input type="checkbox"/> Shell                     | <input type="checkbox"/> Rubber/Plastic           |   |
| <input type="checkbox"/> Poverty Point Object (s)  | <input type="checkbox"/> Farm Equipment           |   |
| <input type="checkbox"/> Baked Clay/Earth Items    | <input type="checkbox"/> Glass                    |   |
| <input type="checkbox"/> Worked Bone/shell         | <input checked="" type="checkbox"/> Metal         |   |

**Artifact Description Narrative:** One Iron Railroad spike was found in a nearby shovel test. Wooden railroad ties and short portions of metal rails were observed on the ground surface but not collected.

# State of Louisiana Site Record Form (contd)

**Site Name:** Lacombe Rail Spur

**State Site No.:**

## Curation

**Collection Type:** Artifacts and Associated Records

**Permanent Disposition of Artifacts:** Returned to landowner

**Permanent Disposition of Records:** Returned to landowner

**Additional Information:**

## Records

**Date:** 07/29/2021

**Form Completed By:** S. Perrault

**Contractor/Organization Name and Contact Info:** ELOS Environmental

**Owner/Tenant Address or Contact Info:** St. Tammany Parish 21490 Koop Dr. Mandeville, LA 70471

**Informant Address or Contact Info:** Same as above

**Report Title:** Phase I Cultural Resources Survey of St. Tammany Parish Lacombe Trails and Park, Lacombe, St. Tammany Parish, Louisiana

**Report Number:**

**Additional References:**

**Instructions for reaching Site:** From Interstate 12, Take Exit 74 (HWY 434) South at traffic circle take 1<sup>st</sup> exit onto US HWY 190 West. Turn south (left) onto Lake Road, then southeast (left again) onto Main Street. Continue to the end of Main Street until the dead end at Bayou Lacombe Boat Launch. Enter proposed park area to the southeast, site will be to the southeast (right) approximately 150 m from the entrance.

## State of Louisiana Narrative Continuation Page

Site Name: Lacombe Rail Spur

State Site No.:

Use this section to elaborate on details from earlier sections, if needed, so that the level of investigation, types (not necessarily numbers) of artifacts recovered, site delineation, site conditions and future threats are clearly understood. Describe representative soils profiles (including Munsell designations) and artifact/feature depths. If methodological changes were necessary due to ground conditions, this is where justification should be provided. If any special circumstances apply, they should be discussed here as well. Updates should include a short description of previous work/interpretations. ***If this investigation was a Phase II or III, the author should provide a more in-depth discussion regarding field methods, results, and interpretation than is expected from a survey.***

---

The Green Rail Spur consists of a mid- to late-twentieth century railroad spur. It was a small spur that was associated with the Illinois Central Railroad. According to the former landowner, Johnny Green, the rail spur was used a part of a rail to barge transfer station for dredge material from the mid-1950s to the early 1980s. Thus, indicating that the rail spur is 55 years old. The spur can be clearly seen on the 1971 Lacombe, LA 7.5minute USGS topographic map. The rail spur is "J"- shaped, extending from the northeast and curving across the area to the southwest. It measures approximately 500 meters (m) in length, and in cross-section the base of the rail spur varies in width between 5 to 10 meters, and approximately 3 m at it's apex. The height of the rail bed is a very low 30 cm at its southwestern end and about 2 m at the northern end. While at the northern end the rail bed measures about 2 m above the surrounding ground surface. Wooden rail ties, and iron rails, can be found along portions of the top of the rail bed. The site is bisected near the center by an access road that extends from the entrance of the proposed park to the bayou. Shovel tests were excavated near the base of the of the rail spur as part of a Phase I investigation. One shovel test produced a large railroad spike. Attempts were made to excavate shovel tests on the apex of the spur but were unsuccessful due to compaction of the soil



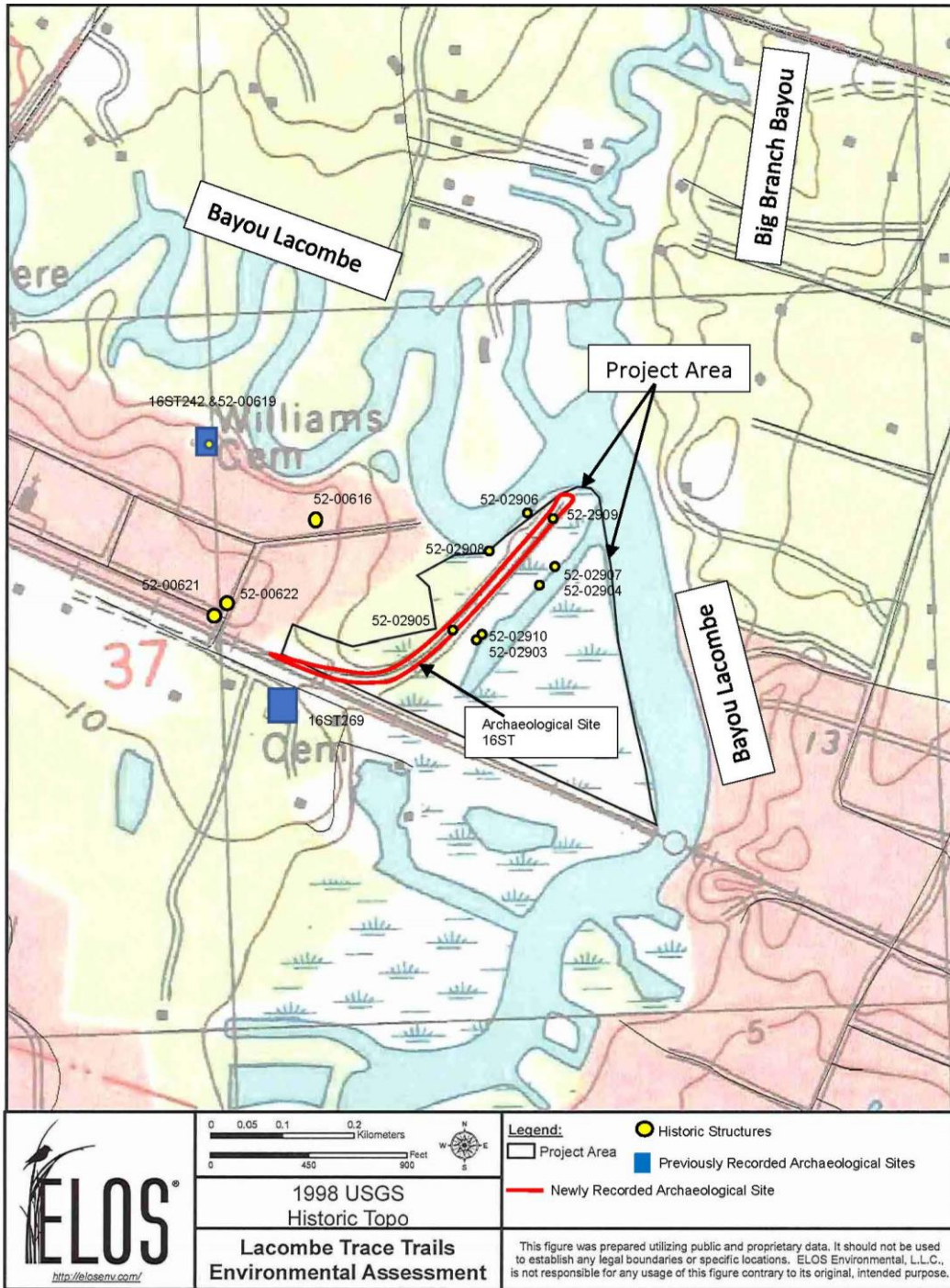
# State of Louisiana Map Page

Site Name: Lacombe Rail Spur

State Site No.:

USGS 7.5' Quadrangle Map of Site Area

Quadrangle Name and Date: 1998 USGS Lacombe, LA 7.5-Minute, 1:24,000



F:\KLE\St. Tammany Parish Lacombe Trace Trails and Nature Park\GIS Maps\Cultural Resources\1998 Historic Topo

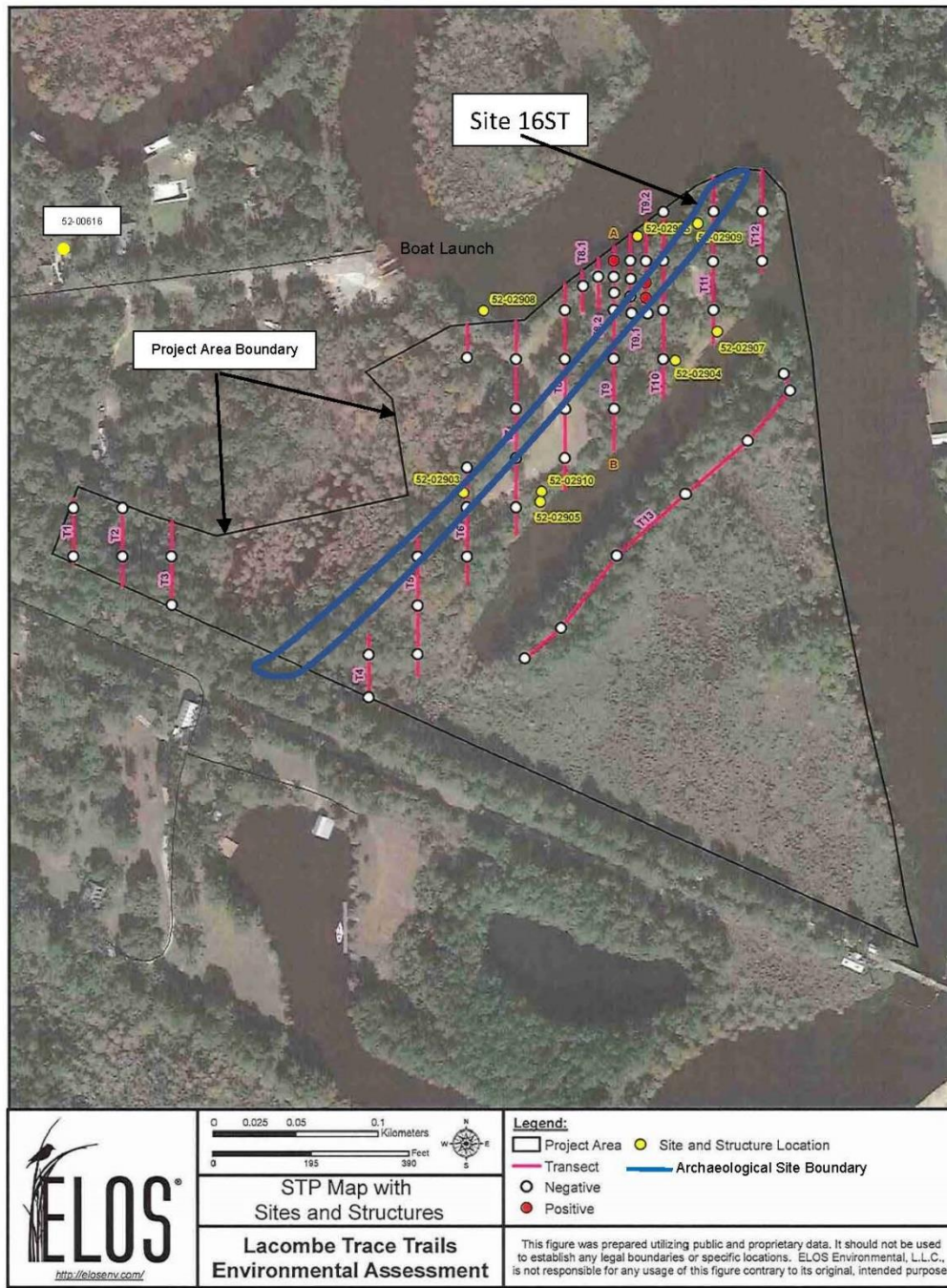
# State of Louisiana Map Page

Site Name: Lacombe Rail Spur

State Site No.:

## Aerial Photograph with Site Boundaries

Date of Aerial Photograph: 8/6/2021



# State of Louisiana Map Page

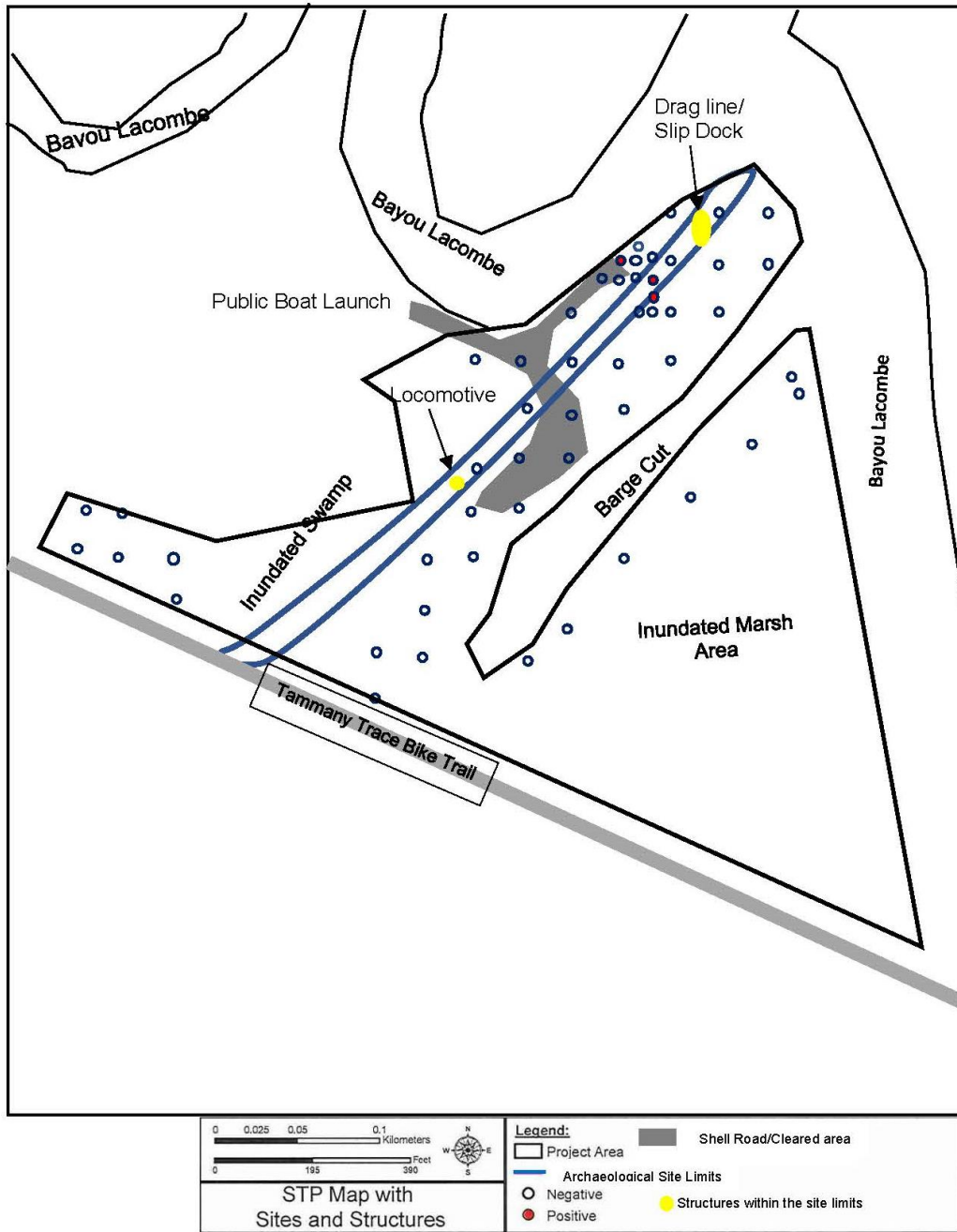
Site Name: Lacombe Rail Spur

State Site No.:

## Site Sketch Map

Drawn By: S. Perrault

Date: 7/14/2021



# State of Louisiana Photograph Page

Site Name: Lacombe Rail Spur

State Site No.:

## Site Overview Photograph

**Date of Photograph:**

**Direction:** 6/10/21



Overview of abandoned Rail Spur of the Green Brother's Gravel Operation in the 1950s-1980s.

## State of Louisiana Photograph Page

**Site Name:** Lacombe Rail Spur

**State Site No.:**

**Date of Photograph:** 6/10/2021

**Description:** Remnants of abandoned Rail Spur of the Green Brother's Gravel operation in the 1950s-1980s showing remaining wooden ties.



## State of Louisiana Photograph Page

**Site Name:** Lacombe Rail Spur

**State Site No.:**

**Date of Photograph:** 7/13/2021

**Description:** Iron rail remnants protruding from Bayou Lacombe Bankline at northern extent of site.



**Appendix 2:**  
**Louisiana Historic Resource Inventory**  
**(LHRI) Forms**



# Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation  
Office of Cultural Development  
Department of Culture, Recreation and Tourism

[See Guidelines & Instructions Here](#)

Resource ID Number

52-02903

Historic Name

Lacombe Locomotive

Latitude (Decimal Degrees)

30.307996

Address

Main Street

Longitude (Decimal Degrees)

-89.928844

City

Lacombe

Parish

St. Tammany

Date Surveyed

06/13/21

National Register Status

Ineligible

Type of Resource

Object

National Register Eligibility Criteria

(click for NR Criteria for Evaluation Bulletin)

- A-Event
- B-Person
- C-Design or Construction
- D-Information Potential

Construction Date

1950s

Date(s) of Alterations

Form

Style

Purpose of Survey (select all that apply):

- Due Dilligence Submittal
- Grant
- National Register District Expansion
- National Register District Update
- National Register Nomination
- Section 106
- Update Survey Form
- Other (describe in comments; see page 2)

**Surveyor Name:** S. Perrault/W. Hanno-ELOS Environmental LLC



**Comments:** Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of the remains of a train locomotive. It appears this locomotive is an EMD (Electro Motive Diesel) Model 40. This type of locomotive, is initially produced in 1922 by the Electro-Motive Engineering Corporation, a designer and marketer of gasoline-electric self-propelled rail cars. It was later renamed Electro-Motive Company (EMC). In 1930, General Motors purchased Electro-Motive Company and the Winton Engine Co., and eleven years later it expanded EMC to include locomotive engine manufacturing as Electro-Motive Division (EMD). GM retained EMD until 2005 when it was sold to an equity group.

Built on 29 August 1942, as U.S. Army 7953, this locomotive was one of 11 Model 40 diesel-electric switchers built by the Electro-Motive Corporation and its successor, the Electro-Motive Division of General Motors. Built between August 1940 and April 1943, each 4-wheel unit weighed between 40 and 44 tons and was powered by two 150HP Detroit Diesel Model 6-71 truck engines. It was given serial number 2285, and seems to have spent its entire life in southeast Louisiana. Known owners included the Gulf South Warehouse Co. in New Orleans (which may have been its original assignment for the U.S. Army), American Creosote at Southport, and the Green Brothers' Coastal Sand & Gravel operation at Lacombe.

This locomotive was left on the remains of the rail spur (Site 16ST281). The motor parts including wiring and component parts that have been removed from the locomotive. According to the former owner, he constructed the rail spur in the 1950s and conducted a dredge transfer operation in the area. It appears that the this locomotive was utilized to move dredge material that was offloaded from barges moored in Bayou Lacombe, then transferred by crane to rail cars powered by the locomotive, then attached to larger trains on the Illinois Central Rail Road to be taken to other destinations. This structure was recorded during a 106 survey for the St. Tammany Lacombe Trace Trails and Nature Park project. Due to the poor condition of this structure, it is not considered significant and therefore not eligible for inclusion in the National Register of Historic Places.

Insert Photo Here:

File/Image Name: 52-02903-01



Insert Photo Here:

File/Image Name: 52-02903-02



Use this button to add a page which will display entire architectural description when printed.

**Add Print Page**

SHPO Concurrence (SHPO Use Only!)



# Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation  
Office of Cultural Development  
Department of Culture, Recreation and Tourism

[See Guidelines & Instructions Here](#)

Resource ID Number

52-02904

Historic Name

Lacombe Locomotive

Latitude (Decimal Degrees)

30.308705

Address

Main Street

Longitude (Decimal Degrees)

-89.927495

City

Lacombe

Parish

St. Tammany

Date Surveyed

06/13/21

National Register Status

Ineligible

Type of Resource

Object

National Register Eligibility Criteria

(click for NR Criteria for Evaluation Bulletin)

- A-Event
- B-Person
- C-Design or Construction
- D-Information Potential

Construction Date

1950s

Date(s) of Alterations

Form

Style

Purpose of Survey (select all that apply):

- Due Dilligence Submittal
- Grant
- National Register District Expansion
- National Register District Update
- National Register Nomination
- Section 106
- Update Survey Form
- Other (describe in comments; see page 2)

**Surveyor Name:** S. Perrault/W. Hano-ELOS Environmental LLC

**Comments:** Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of the remains of a crane. The crane rests on a base of stacked wooden rail road ties. The cab portion of the superstructure is gone, but the counterweight, and a pulley mechanism or luffing cylinder seem to be present. The crane was most likely used by the Green Brothers' Coastal Sand & Gravel operation between 1950s to the 1980s. The actual manufacture date of the crane is unknown. The site was recorded during a 106 Survey. Because most of the workings (i.e. cab, boom, bucket, motor, etc) have been removed the structure has been significantly altered. Due to alterations, and bad its poor condition due to abandonment, the crane is not considered significant and therefore not eligible for inclusion in the National Register of Historic Places. This structure was recorded during a 106 survey for the St. Tammany Parish Lacombe Trace Trails and Nature Park.

Insert Photo Here:

File/Image Name: 52-02904-01



Insert Photo Here:

File/Image Name: 52-02904-02



Use this button to add a page which will display entire architectural description when printed.

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# Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation  
Office of Cultural Development  
Department of Culture, Recreation and Tourism

[See Guidelines & Instructions Here](#)

Resource ID Number

52-02905

Historic Name

Lacombe Transfer Dock 1

Latitude (Decimal Degrees)

30.307944

Address

Main Street

Longitude (Decimal Degrees)

-89.928361

City

Lacombe

Parish

St. Tammany

Date Surveyed

06/13/21

National Register Status

Ineligible

Type of Resource

Object

National Register Eligibility Criteria

(click for NR Criteria for Evaluation Bulletin)

- A-Event
- B-Person
- C-Design or Construction
- D-Information Potential

Construction Date

1950s

Date(s) of Alterations

Form

Style

Purpose of Survey (select all that apply):

- Due Dilligence Submittal
- Grant
- National Register District Expansion
- National Register District Update
- National Register Nomination
- Section 106
- Update Survey Form
- Other (describe in comments; see page 2)

**Surveyor Name:** S. Perrault/W. Hanno-ELOS Environmental LLC

**Comments:** Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure is a dock made of multiple materials including concrete, metal, and treated wooden poles. The main frame of the dock is made of concrete with a metal ramp. Most likely there was a leveler below metal ramp, but it now is either missing or non-functional. The wooden poles have pulleys with ropes that were either used to help moor boats or barges, or aide in the transfer of dredge material. The structure is in poor condition due to abandonment, thus, it is not considered a significant resource, and is not eligible for listing in the National Register of Historic Places. This structure was recorded during a 106 survey for the St. Tammany Lacombe Trace Trails and Nature Park project.

Insert Photo Here:

File/Image Name: 52-02905-01



Insert Photo Here:

File/Image Name: 52-02905-02



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# Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation  
Office of Cultural Development  
Department of Culture, Recreation and Tourism

[See Guidelines & Instructions Here](#)

Resource ID Number

52-02906

Historic Name

Lacombe Barge 1

Latitude (Decimal Degrees)

30.309395

Address

Main Street

Longitude (Decimal Degrees)

-89.927736

City

Lacombe

Parish

St. Tammany

Date Surveyed

06/13/21

National Register Status

Ineligible

Type of Resource

Object

National Register Eligibility Criteria

(click for NR Criteria for Evaluation Bulletin)

- A-Event
- B-Person
- C-Design or Construction
- D-Information Potential

Construction Date

1950s

Date(s) of Alterations

Form

Style

Purpose of Survey (select all that apply):

- Due Dilligence Submittal
- Grant
- National Register District Expansion
- National Register District Update
- National Register Nomination
- Section 106
- Update Survey Form
- Other (describe in comments; see page 2)

**Surveyor Name:** S. Perrault/W. Hano-ELOS Environmental LLC

**Comments:** Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of the remains of a deck barge located in Bayou Lacombe, immediately east of the the public boat launch. This deck barge has a flat deck that was most likely used as a platform for machinery, and in this case probably had cranes on the deck aide in the transfer of dredge material. The barge was most likely brought to it's present location by the Green Brothers' Coastal Sand & Gravel operation sometime between the 1950s and the 1980s. The barge is made of steel and iron. It has large cleats on the deck for tying off and mooring it. It is currently in very bad condition and is partially submerged. It is not a significant resource and is not considered eligible for inclusion in the National Register. This structure was recorded as part of a 106 investigation as part of the St. Tammany Lacombe Trace Trails and Nature Park Project.

Insert Photo Here:

File/Image Name: 52-02906-01



Insert Photo Here:

File/Image Name: 52-02906-02



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# Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation  
Office of Cultural Development  
Department of Culture, Recreation and Tourism

[See Guidelines & Instructions Here](#)

Resource ID Number

52-02907

Historic Name

Lacombe Barge 2

Latitude (Decimal Degrees)

30.308862

Address

Main Street

Longitude (Decimal Degrees)

-89.927223

City

Lacombe

Parish

St. Tammany

Date Surveyed

06/13/21

National Register Status

Ineligible

Type of Resource

Object

National Register Eligibility Criteria

(click for NR Criteria for Evaluation Bulletin)

- A-Event
- B-Person
- C-Design or Construction
- D-Information Potential

Construction Date

1950s

Date(s) of Alterations

Form

Style

Purpose of Survey (select all that apply):

- Due Dilligence Submittal
- Grant
- National Register District Expansion
- National Register District Update
- National Register Nomination
- Section 106
- Update Survey Form
- Other (describe in comments; see page 2)

**Surveyor Name:** S. Perrault/W. Hanno-ELOS Environmental LLC

**Comments:** Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of the remains of a deck barge located in a dredged slip emanating from the south bank of Bayou Lacombe. This deck barge has a flat deck that was most likely used as a platform for machinery such as cranes to aide in the transfer of dredge material. The barge was most likely brought to it's present location by the Green Brothers' Coastal Sand & Gravel operation between the 1950s and the 1980s. The barge is made of steel and iron. It has large cleats on the deck for tying off and mooring it. It is currently in very bad condition and is partially submerged. The deck is rusting and has large holes across it. It is not considered significant and not eligible for inclusion in the National Register. The structure was recorded during a 106 survey as part of the St. Tammany Lacombe Trace Trail and Nature Park Project.

Insert Photo Here:

File/Image Name: 52-02907-01



Insert Photo Here:

File/Image Name: 52-02907-02



Use this button to add a page which will display entire architectural description when printed.

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# Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation  
Office of Cultural Development  
Department of Culture, Recreation and Tourism

[See Guidelines & Instructions Here](#)

Resource ID Number

52-02908

Historic Name

Lacombe Retaining Wall

Latitude (Decimal Degrees)

30.308992

Address

Main Street

Longitude (Decimal Degrees)

-89.928704

City

Lacombe

Parish

St. Tammany

Date Surveyed

06/13/21

National Register Status

Ineligible

Type of Resource

Object

National Register Eligibility Criteria

(click for NR Criteria for Evaluation Bulletin)

- A-Event
- B-Person
- C-Design or Construction
- D-Information Potential

Construction Date

1950s

Date(s) of Alterations

Form

Style

Purpose of Survey (select all that apply):

- Due Dilligence Submittal
- Grant
- National Register District Expansion
- National Register District Update
- National Register Nomination
- Section 106
- Update Survey Form
- Other (describe in comments; see page 2)

**Surveyor Name:** S. Perrault/W. Hanno-ELOS Environmental LLC

**Comments:** Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of a wooden retaining wall. The wall was most likely built during the ownership of the Green Brothers' Coastal Sand & Gravel operation in the 1950s to prevent the shell/gravel/soil fill from shifting or sliding into Bayou Lacombe. It is located immediately east of the Lacombe public boat launch on the south bank of Bayou Lacombe. The retaining wall is in fairly good condition, however a major flood could damage the wall. This structure was recorded as part of a 106 survey for the St. Tammany Lacombe Trace Trails and Nature Park Project. It is not considered significant and thus not eligible for inclusion in the National Register of Historic Places.



Insert Photo Here:

File/Image Name: 52-02908-01



Insert Photo Here:

File/Image Name:



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# Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation  
Office of Cultural Development  
Department of Culture, Recreation and Tourism

[See Guidelines & Instructions Here](#)

Resource ID Number

52-02909

Historic Name

Lacombe Drag Slip

Latitude (Decimal Degrees)

30.309455

Address

Main Street

Longitude (Decimal Degrees)

-89.927347

City

Lacombe

Parish

St. Tammany

Date Surveyed

06/13/21

National Register Status

Ineligible

Type of Resource

Object

National Register Eligibility Criteria

(click for NR Criteria for Evaluation Bulletin)

- A-Event
- B-Person
- C-Design or Construction
- D-Information Potential

Construction Date

1950s

Date(s) of Alterations

Form

Style

Purpose of Survey (select all that apply):

- Due Dilligence Submittal
- Grant
- National Register District Expansion
- National Register District Update
- National Register Nomination
- Section 106
- Update Survey Form
- Other (describe in comments; see page 2)

**Surveyor Name:** S. Perrault/W. Hano-ELOS Environmental LLC

**Comments:** Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

This structure consists of a drag slip located at the northern end of the former rail spur. The locale was originally built up with fill associated with the rail spur (Site 16ST281), but then a cut was excavated through the foundational bed of the rail road spur, the sides were reinforced with wooden planking, and several poles were driven into the ground as moorings for boats. It is unclear if this structure was used as part of the Green Brothers' Coastal Sand & Gravel operation in the 1950s, or was constructed after the operation ceased in the 1980s and was used during high-water periods as a dock for pleasure boating. The structure is in very bad condition due to abandonment and neglect and is not a significant resource and is therefore not eligible for inclusion in the National Register of Historic Places. This structure was recorded as part of a 106 investigation for the St. Tammany Lacombe Trace Trails and Nature Park Project.

Insert Photo Here:

File/Image Name: 52-02909-01



Insert Photo Here:

File/Image Name: 52-02909-02



Use this button to add a page which will display entire architectural description when printed.

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SHPO Concurrence (SHPO Use Only!)



# Louisiana Historic Resource Inventory

Louisiana Division of Historic Preservation  
Office of Cultural Development  
Department of Culture, Recreation and Tourism

[See Guidelines & Instructions Here](#)

Resource ID Number

52-02910

Historic Name

Lacombe Transfer Dock 2

Latitude (Decimal Degrees)

30.307998

Address

Main Street

Longitude (Decimal Degrees)

-89.928347

City

Lacombe

Parish

St. Tammany

Date Surveyed

06/13/21

National Register Status

Ineligible

Type of Resource

Object

National Register Eligibility Criteria

(click for NR Criteria for Evaluation Bulletin)

- A-Event
- B-Person
- C-Design or Construction
- D-Information Potential

Construction Date

1950s

Date(s) of Alterations

Form

Style

Purpose of Survey (select all that apply):

- Due Dilligence Submittal
- Grant
- National Register District Expansion
- National Register District Update
- National Register Nomination
- Section 106
- Update Survey Form
- Other (describe in comments; see page 2)

**Surveyor Name:** S. Perrault/W. Hanno-ELOS Environmental LLC

**Comments:** Include reason for survey (if "other" was checked, or if not covered). Include number of stories, exterior materials, roof type, details on windows and doors on street facing elevations, foundation, outbuildings, or any other architectural features of note. Include justification for whether or not the surveyed resource meets criteria for listing in the National Register of Historic Places (individually or as a contributing element). Include a basic description and proposed contributing/non-contributing status for any outbuildings or structures. For bridges include sub-type, if known, and approximate length. (No character limit)

Due to thick vegetation the Lacombe Dock 2 can only be seen from Bayou Lacombe and was not identified until the bankline survey. This dock structure consists of a steel reinforced concrete platform that rests on steel reinforced concrete legs. It was recorded during a 106 survey for the St. Tammany Lacombe Trace Trails and Nature Park Project. The structure is in poor condition due to abandonment, thus, it is not considered a significant resource, and is not eligible for listing in the National Register of Historic Places.

Insert Photo Here:

File/Image Name: 52-02905-01



Insert Photo Here:

File/Image Name: 52-02905-02



Use this button to add a page which will display entire architectural description when printed.

**Add Print Page**

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