



ALABAMA HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
SECTION 106 PROJECT REVIEW CONSULTATION FORM

Federal laws exist to ensure that federal agencies or their designated applicants carefully consider historic preservation in federally funded, licensed, or permitted projects. Section 106 of the National Historic Preservation Act of 1966, as amended directs this review. <http://www.achp.gov/106summary.html>. At a minimum, submission of this completed form and attachments constitutes a request for review by the Alabama Historical Commission, which is the Alabama State Historic Preservation Office (SHPO). **The responsibility for preparing documentation, including the identification of archaeological and architectural properties and the assessment of potential effects resulting from the project, rests with the federal or state agency, or its designated applicant.** The role of the Alabama SHPO is to review, comment, and consult with federal/state agencies or their designees. The Alabama SHPO's ability to complete a timely project review largely depends on the quality of the material submitted. Some applicants may find it advantageous to hire a professional consultant with expertise in archaeology, history and/or architectural history.

PROJECT NAME

Chickasaw Lead Line

FEDERAL AGENCY PROVIDING FUNDS, LICENSE, OR PERMIT

Federal Railroad Administration

FEDERAL PROJECT NUMBER

FEDERAL AGENCY CONTACT NAME AND E-MAIL/PHONE NUMBER

Kristen Zschomler - kristen.zschomler@dot.gov / 651-391-0243

STATE AGENCY PROVIDING FUNDS, LICENSE, OR PERMIT (IF APPLICABLE)

STATE AGENCY CONTACT NAME AND E-MAIL ADDRESS, PHONE NUMBER, MAILING ADDRESS

AHC NUMBER (If project has been previously submitted)

APPLICANT NAME:

Alabama State Port Authority - Gretchen Barrera, P.E.

APPLICANT MAILING ADDRESS:

P.O. Box 1588, Mobile AL 36635

APPLICANT TELEPHONE:

251-441-7256

APPLICANT EMAIL:

gretchen.barrera@alports.com

CONTACT NAME (if different than applicant):

Evan Reid

CONTACT MAILING ADDRESS:

1680 West 2nd Street, Suite B Gulf Shores, AL 36542

CONTACT TELEPHONE:

251-968-7551

CONTACT EMAIL (Person to whom AHC should email response letter):

Evan.reid@volkert.com

CONTRACTOR TYPE: ARCHAEOLOGIST; ARCHITECTURAL HISTORIAN; NONE; OTHER:

CONTRACTOR NAME:

WILLIAM J. GLASS, RPA (ALL PHASES ARCHAEOLOGY)

CONTRACTOR MAILING ADDRESS:

257 PINEHILL DRIVE, MOBILE, AL 36606

CONTRACTOR TELEPHONE:

205-242-8898

CONTRACTOR EMAIL:

jglass@allphasesarchaeology.com

PROJECT LOCATION	
STREET ADDRESS Paper Mill Road & Chin Street	CITY Mobile
COUNTY Mobile	ZIP CODE 36610
LATITUDE / LONGITUDE: USE DECIMAL DEGREES EXAMPLE: 32.3722N, -86.3083W 30.738518°N, -88.051939°W	

PROJECT DESCRIPTION

Will the project involve any of the following? Check all that apply.

- exterior rehabilitation work;
- interior rehabilitation work;
- cellular equipment located on buildings;
- streetscapes/sidewalks/lighting;
- new construction; and/or
- demolition

Describe the overall project in DETAIL. Be sure to describe any items checked above. Use additional pages if necessary.

The Alabama State Port Authority (ASPA) is proposing a project that consist of constructing approximately 1.9 miles of new siding track, paralleling the existing Terminal Railway Alabama State Docks (TASD) track. The southern connection is 100-feet north of the existing railroad bridge over Threemile Creek, and the northern connection will terminate south of Berg Spiral Pipe Road. The new siding track will be constructed within existing right-of-way (ROW) and approximately 0.57 acres of temporary construction easements (TCE) will be needed due to grading constraints. Construction will consist of grading, drainage improvements, grade crossing improvements, and new track installation 15-foot offset from the centerline of the existing TASD. Construction is anticipated to begin in the spring of 2024.

The purpose of the project is to improve efficiency of rail traffic entering and exiting the TASD interchange yard while reducing bottlenecking and idle time on nearby railroads. Currently, the existing TASD is the main track entering into the TASD interchange yard from the north, causing idle times in excess of four hours in non-industrious areas, on the nearby Alabama Gulf Coast Railway and the Norfolk Southern Railroad tracks. The proposed project design will allow trains up to 10,000- feet, or approximately 175 cars to utilize the new sidetrack while waiting on trains to enter or exit the TASD interchange yard. It is anticipated that the new sidetrack will reduce idle times to less than two hours and move waiting trains to a more industrious area.

AREA OF POTENTIAL EFFECT (APE)

The APE varies with project types and can be direct or indirect (physical, visual, auditory, etc.). The APE is defined as “the geographic area or areas within which an undertaking may cause changes in the character of use of historic properties, if any such properties exist.” Factors to consider when determining the APE include; topography, vegetation, existing development, orientation of an existing resource to the project, physical siting of a resource, and existing and planned future development. For example:

- 1) Rehabilitation, renovation, and/or demolition of a historic building or structure, or new construction: the APE might include the building itself and the adjacent setting.
- 2) Streetscapes: the APE might include the viewshed from the street.
- 3) Pedestrian/bicycle facilities: the APE might extend the length of the corridor and for some distance on both sides of the corridor.
- 4) Underground utilities: the APE would usually be limited to the area of ground disturbance.

Attach a map indicating the precise location of the project and the boundaries of the APE, preferably a clear color copy of a USGS topographic quadrangle map (7.5 minute). For projects in urban areas, also include a city map that shows more detail. USGS topographic maps can be printed from this website: <https://ngmdb.usgs.gov/topoview/viewer/>. City maps can be printed using www.google.com/maps.

Provide current, high resolution color photographs that illustrate the project area and the entire APE as defined above.

ARCHAEOLOGY (Ground Disturbing Activities)

Has the ground in the project area been disturbed other than by agriculture (i.e. grading, grubbing, clear cutting, filling, etc.)?

Yes No Don't know N/A

If yes, describe in detail. Use additional pages as necessary. Photographs are helpful.

See Attached

Describe the present use and condition of the property. Use additional pages as necessary.

See Attached

To your knowledge, has a Cultural Resource Assessment (CRA) been conducted in the proposed project area?

Yes No Don't know N/A

If yes, attach a copy of the cultural resources assessment report.

ARCHITECTURAL INFORMATION

Above-ground properties within the Area of Potential Effect (APE) should be evaluated for the eligibility for the National Register of Historic Places. It is the federal agency's (or their designee) responsibility to identify properties in the APE, apply the National Register (NR) criteria, and determine whether a property is eligible or not. Those determinations are sent to our office for review and comment. All properties evaluated should be accompanied by current photographs, and these locations should be keyed to a good quality USGS topographic map. Some applicants may find it advantageous to hire a historic preservation professional with expertise in history and/or architectural history to complete the identification and evaluation of historic properties. The Alabama Historical Commission publishes a GIS map of properties that have been documented by or through our office. The map includes properties listed in the National Register of Historic Places, Alabama Register of Landmarks & Heritage, Alabama Historic Cemetery Register, county architectural surveys, and other files. The GIS map can be accessed here: <https://ahc.alabama.gov/historicpreservationmap.aspx> The GIS map should function as a research tool, not an up-to-the-minute inventory about every historic and/or architecturally significant property in the state. This tool allows researchers to investigate and review potentially significant properties according to the best data that is available in the Alabama Historical Commission's files. The absence of a property from the map does not imply that an unidentified property lacks historic or architectural importance.

I) Within the APE, are there properties listed in or eligible for the National Register of Historic Places?

YES If yes, identify the properties by name, address, and photo number.

NO If no, identify the properties by name, address, and photo number. Provide an explanation as to why properties identified are not eligible for the National Register. A discussion of the National Register seven aspects of integrity and the applicable National Register criteria must be included. Refer to the National Park Service's website: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf Use additional pages as necessary.

The archaeological survey found that the land is heavily disturbed from industrial and commercial enterprises, roads, bridges, and the railroad. No cultural resources were encountered and there are no historic properties within the LOD.

EFFECTS DETERMINATION

An effect occurs when an action alters the characteristics of a property that may qualify it for the National Register of Historic Places. How will this project affect any of the properties identified in the previous section? Will the project take away or change anything within the boundaries of a historic property? Will the project change the view from or the view to any historic properties? Will the project introduce any audible or atmospheric elements? Will the project result in the transfer, lease, or sale of any of the identified properties? Use additional sheets as necessary.

The archaeological survey found that the land is heavily disturbed from industrial and commercial enterprises, roads, bridges, and the railroad. No cultural resources were encountered and there are no historic properties within the LOD. The rail traffic is not anticipated to change as a result of the proposed project. According to the Federal Transit Administration's (FTA) Noise and Vibration Impact Assessment, there would be no moderate impact or severe impacts to residential or industrial land uses due to noise. FTA's Transit Noise and Vibration Impact Assessment Manual indicates that the vibration would not exceed the standard vibration criteria, so the proposed project is anticipated to have no impact on vibration. According to the results of the general assessment for construction noise and construction vibration, no impacts from construction noise or vibration will occur as a result of the proposed project. The cultural resources survey was limited to the LOD.

CHECKLIST: Did you provide the following information?

<input checked="" type="checkbox"/> Completed form.	<input checked="" type="checkbox"/> Photographs* of current site conditions and all identified historic properties keyed to a site map.
<input checked="" type="checkbox"/> Maps with project area, APE, and any historic properties marked and identified.	<input checked="" type="checkbox"/> For new construction, rehabilitations, etc., attach work plans, drawings, etc.
<input checked="" type="checkbox"/> Other supporting documents (if necessary to explain the project).	<input checked="" type="checkbox"/> Description of present use and condition of the project area.

*A note about photographs: Digital photos must be current, high resolution, and adequately show the resource. Take photographs of the overall property and the exterior of each building on the property, including outbuildings. Include views of the overall setting, views of the building in its immediate surrounding showing the relationship of the building to neighboring buildings, and views of significant landscape features (i.e. tree lined approaches, stone walls, formal gardens, etc.). Exterior views of the building should include full views of each side (if possible) and views of important architectural details. Key all photographs to a site map.

If the project involves rehabilitation, include photographs of the building(s) involved and especially the areas of the building slated for rehab work. Label each exterior view to a site map and label all interior views. If the project involves new construction, include photographs of the surrounding area looking out from the project site. Include photographs of any buildings that are located on the project property or on adjoining property.

NOTE: Section 106 regulations provide for a 30-day response time by the Alabama SHPO from the date of receipt. Project activities may not begin until our office has reviewed this information and issued comments.

Upon receipt, applications and attachments become the property of the State of Alabama.

For questions regarding this form or the Section 106 Review Process, contact Amanda McBride, Section 106 Coordinator, at 334.230.2692 or Amanda.McBride@ahc.alabama.gov.

All projects must be submitted digitally

E-mail this form and supporting documents to Section.106@ahc.alabama.gov This is the only approved e-mail address for project submission. Projects sent to any other e-mail address will not be accepted. The attachment size cannot exceed 19 MB. Alternatively, you may submit projects with larger attachments through an online system to be determined by the AHC.

Please limit your submission to cultural resources information only.

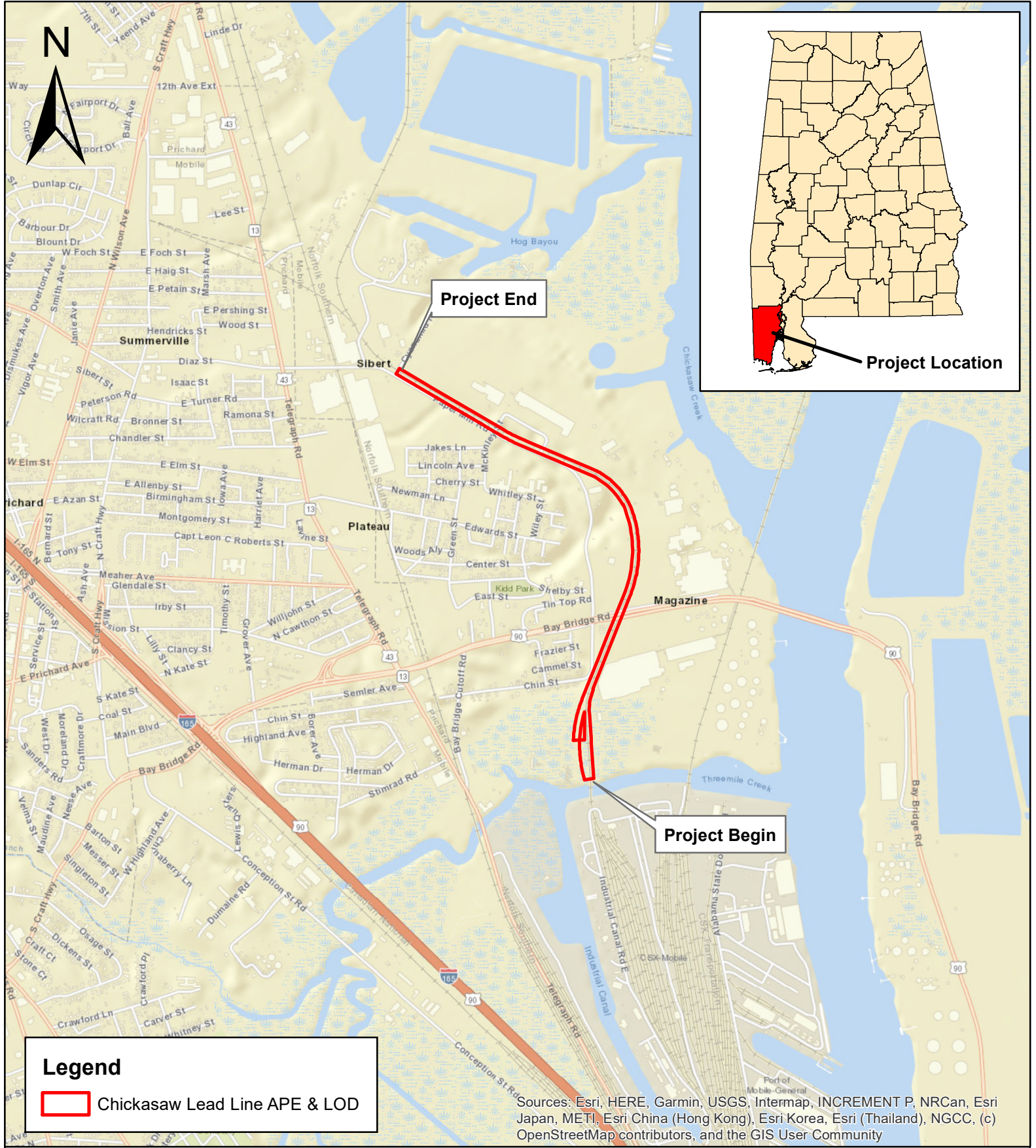
Contact Amanda McBride for any questions on digital submissions

Archaeology (Ground Disturbing Activities) – Additional Information

The Area of Potential Effects (APE), as defined in 36 CFR Part 800.16(d), is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” FRA has therefore defined an APE limited to where the Project has the potential to cause effects on historic properties, and has been delineated to reflect the nature, scale, and location of the entire Project.

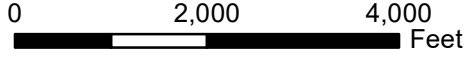
The Project is limited to the construction and operation of a 1.9-mile-long lead line immediately adjacent to the existing TASD line within a heavily industrial area. There are no noise and vibration effects beyond the LOD, which corresponds with the railway right-of-way. The maximum depth of project excavation is 6 feet. Since the addition of a short lead line within a heavily industrial area will not change the character of the setting of properties or introduce visual, atmospheric, or audible elements beyond the limits of disturbance (LOD), FRA determined that the APE is limited to the LOD. The APE map is the attached report, *A Phase I Cultural Resources Survey for the Chickasaw Railroad Lead Line, Mobile County, Alabama* by All Phases Archaeology (APA).

The APE/LOD follows an existing railroad. On the northern end, a small ravine parallels the tracks and the surrounding areas are largely industrial. Going south, the LOD includes wetlands that are heavily disturbed and littered with trash. Mature hardwoods are reclaiming the highly disturbed areas adjacent to the tracks on the north-northwestern portion of the LOD. In the wetlands to the south, river cane, mulberry, and blackberry are the dominant vegetation. The northern terminus is Berg Spiral Pipe Road with Papermill Road paralleling the northern LOD to the west. McKinley Street crosses the north-central project route, while Africatown Boulevard crosses further south. There are numerous pipelines and buried utilities along the route, particularly around Africatown Boulevard. Nearby industrial complexes include the Kimberly-Clark Corporation, Shapiro Metals, and Scott Paper Company. Modern trash was encountered both on the surface and subsurface. The entire LOD shows signs of heavy disturbance. The Africatown Historic District as well as each of the historic structures within the one-mile radius are located beyond the project LOD.



Legend
 Chickasaw Lead Line APE & LOD

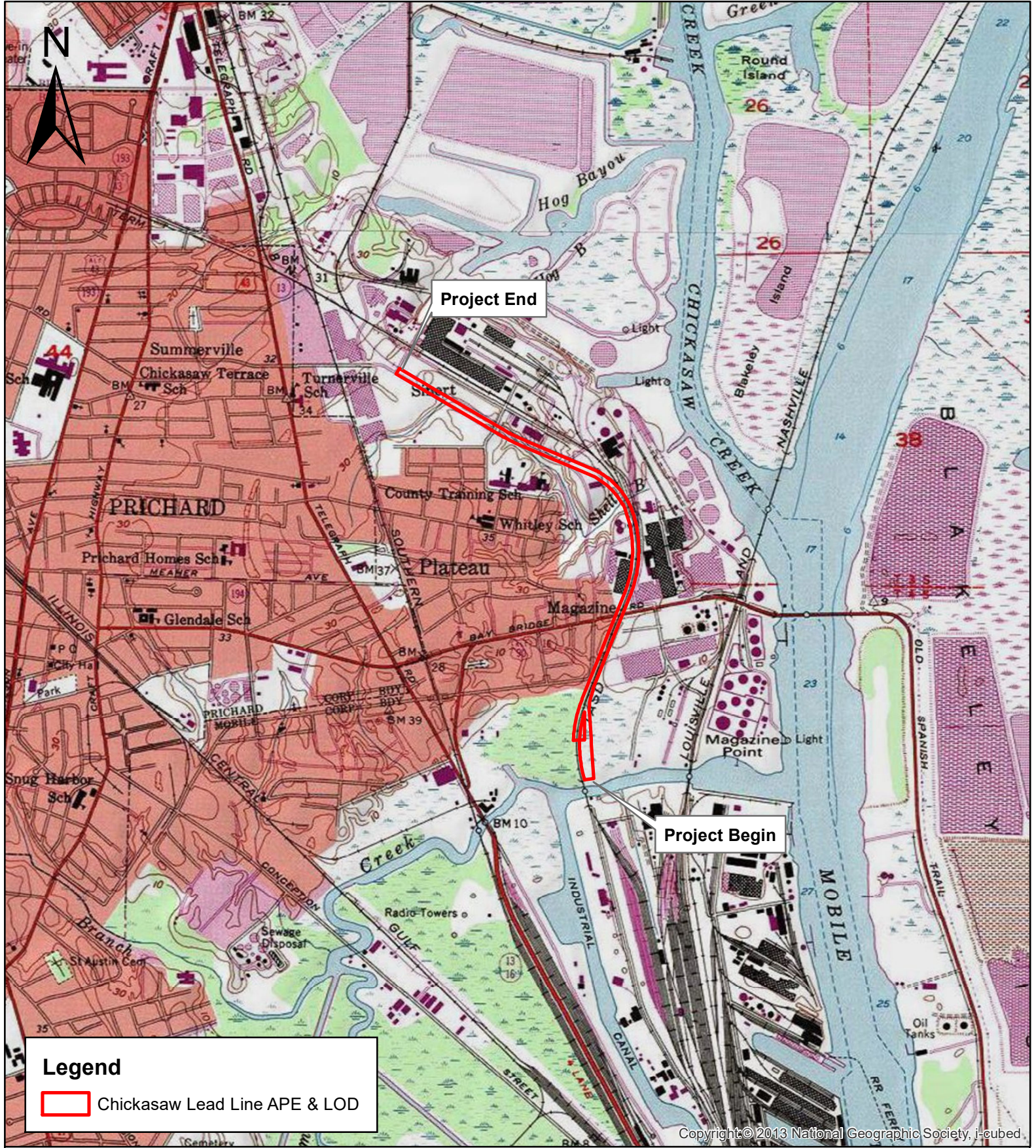
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



1 Inch = 2,000 Feet

Note: This map is not intended for construction.

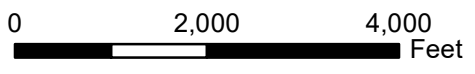
**Figure 1: General Location
 Chickasaw Lead Line
 Federal Railroad Administration
 Mobile, Mobile County, AL**



Legend
 Chickasaw Lead Line APE & LOD

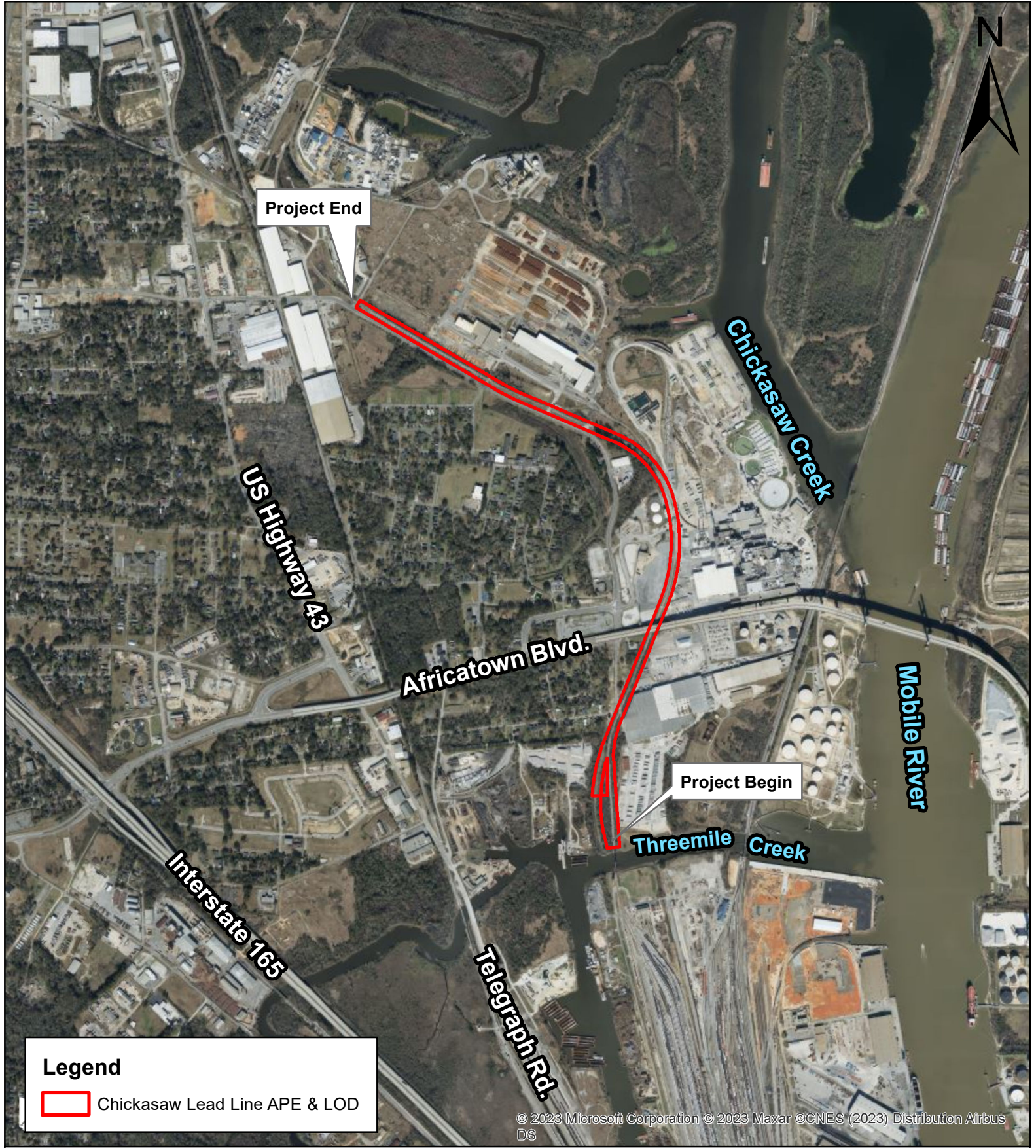
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**Figure 2: USGS Quadrangle Map
 Chickasaw Lead Line
 Federal Railroad Administration
 Mobile, Mobile County, AL**



1 Inch = 2,000 Feet

Note: This map is not intended for construction.

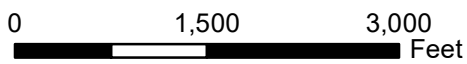


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Legend

Chickasaw Lead Line APE & LOD

VOLKERT



1 Inch = 1,500 Feet

Note: This map is not intended for construction.

**Figure 3: Aerial Imagery
Chickasaw Lead Line
Federal Railroad Administration
Mobile, Mobile County, AL**

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PLAN - 1



PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

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DRAWN BY	J. SILER
CHECKED BY	K. LAGRECA
APPROVED BY	K. LAGRECA
DATE	MARCH 24, 2023

**TERMINAL RAILWAY ALABAMA STATE DOCKS
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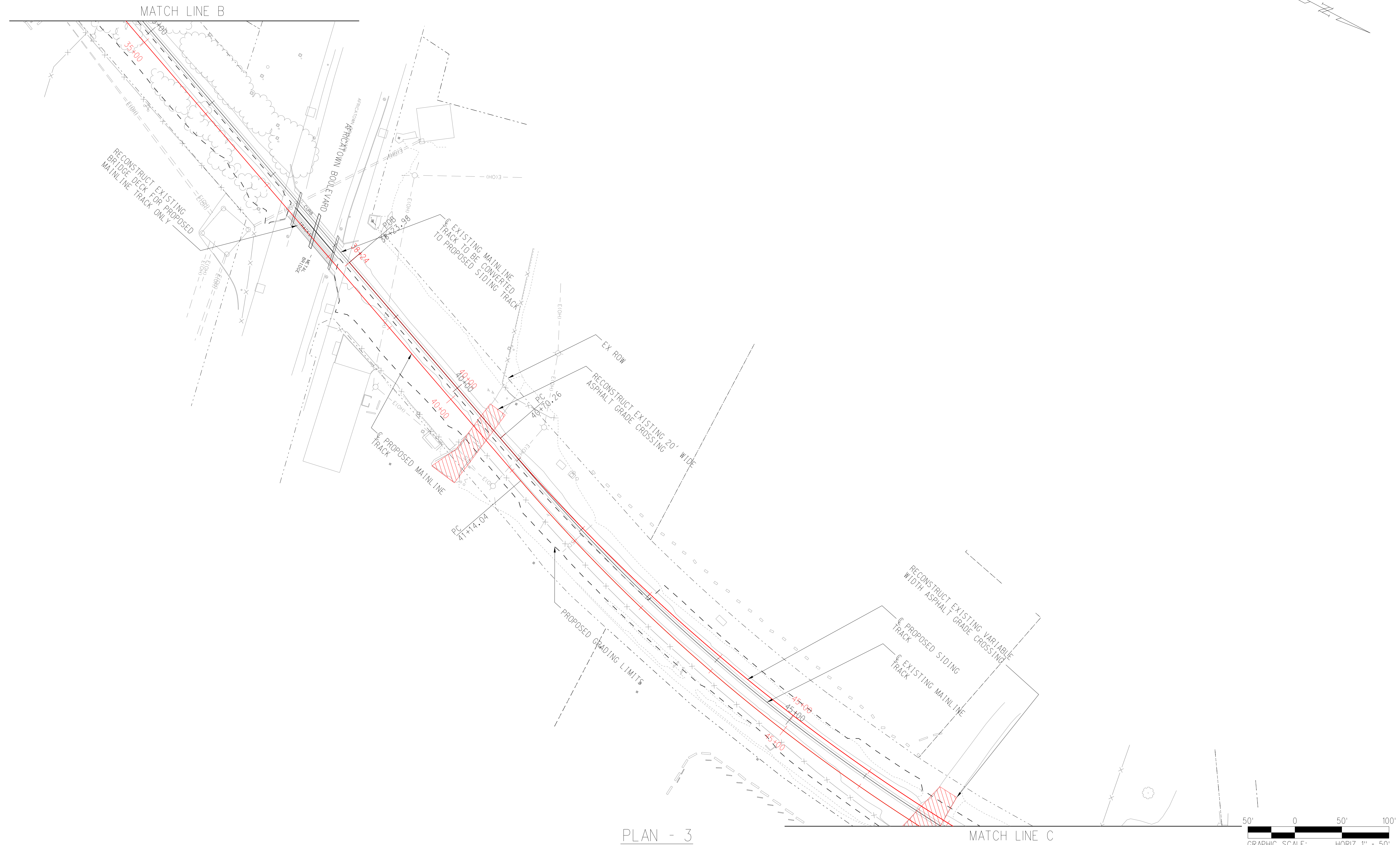
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PLAN - 2



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PLAN - 3

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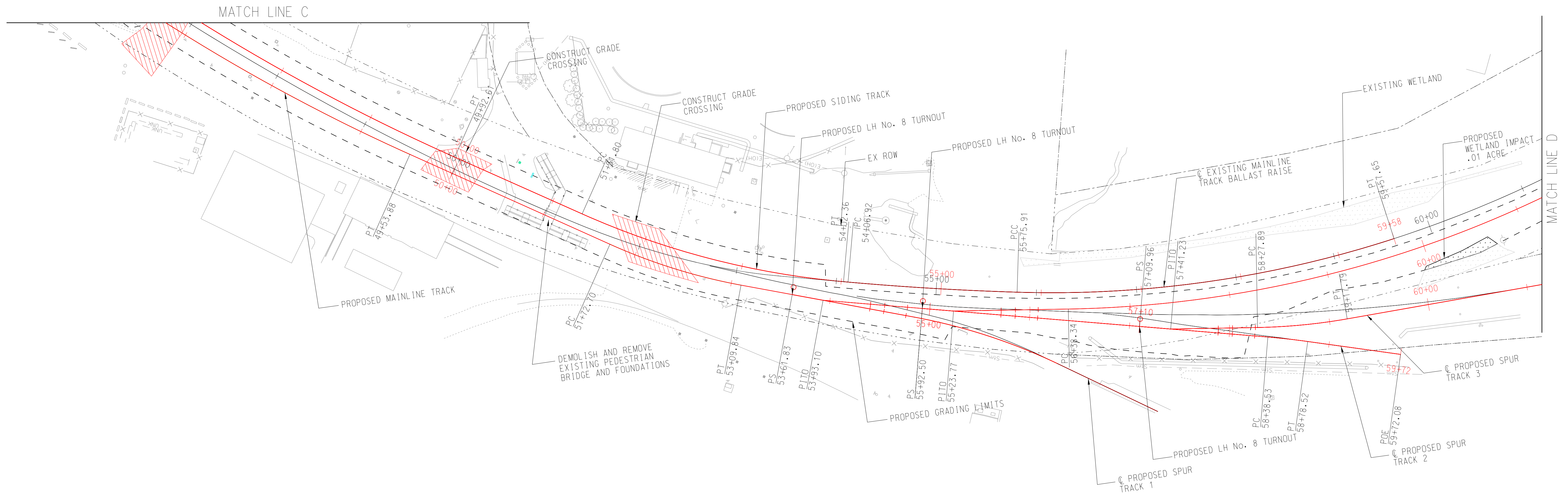
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PLAN - 4



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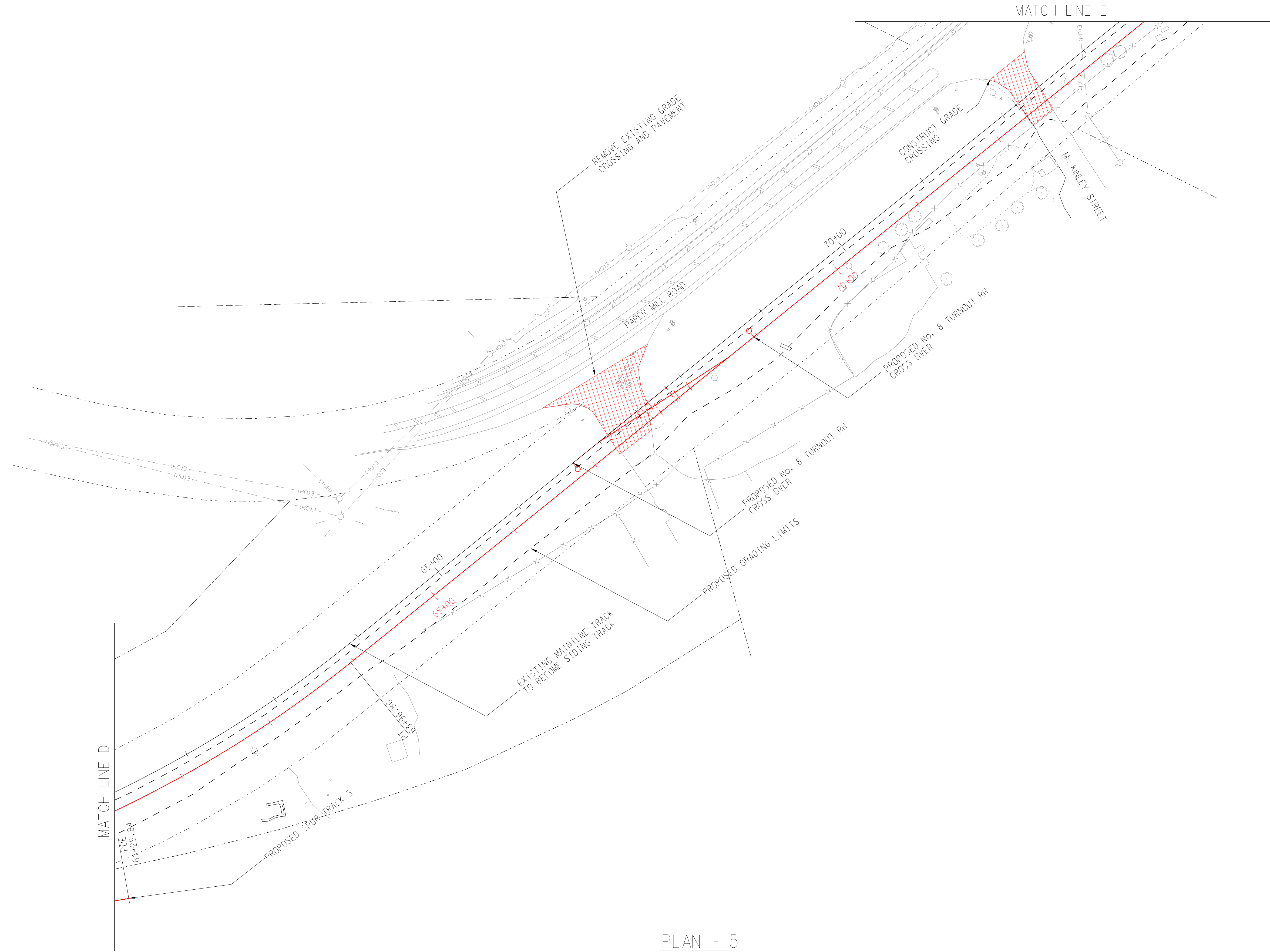


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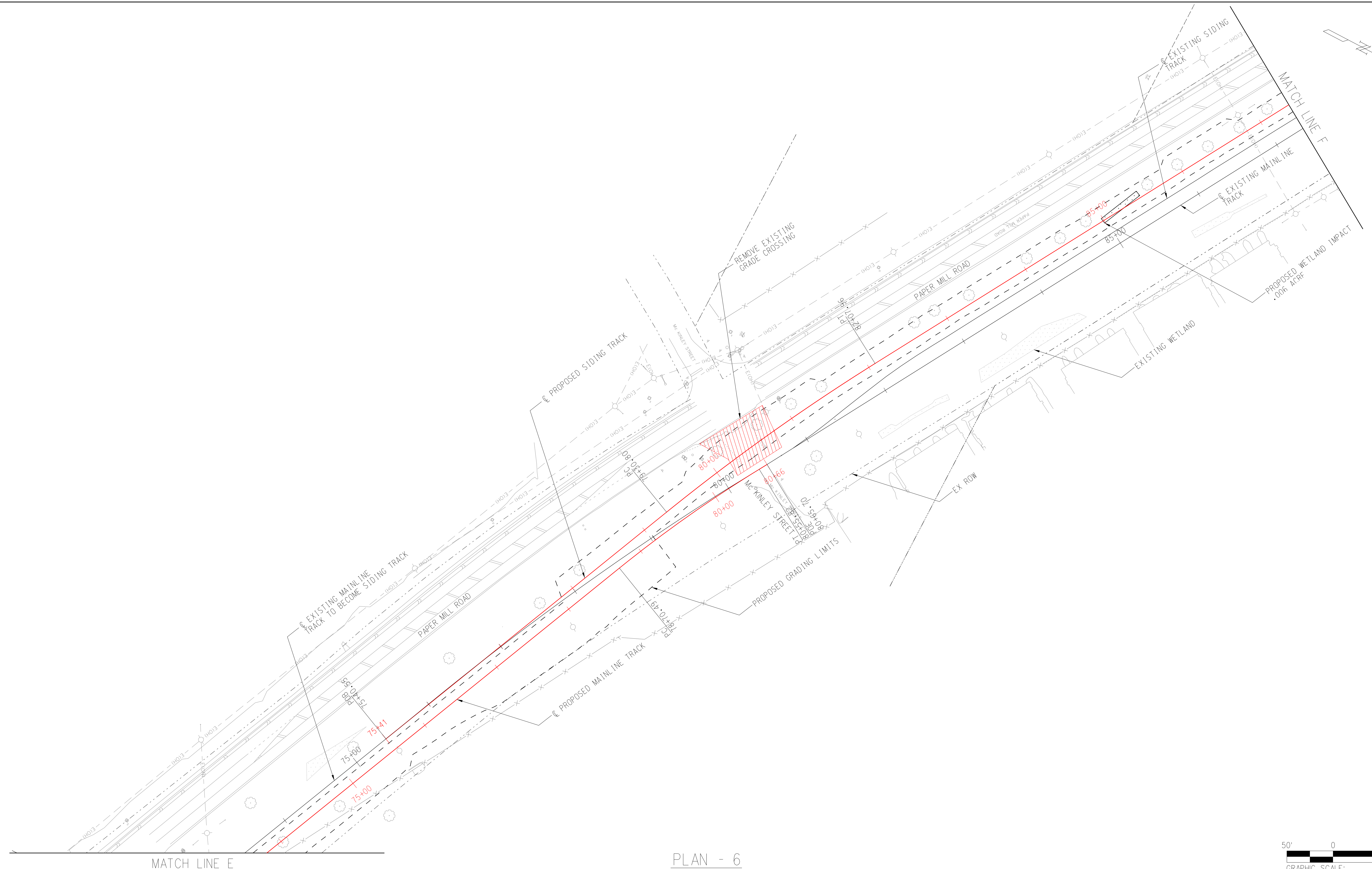


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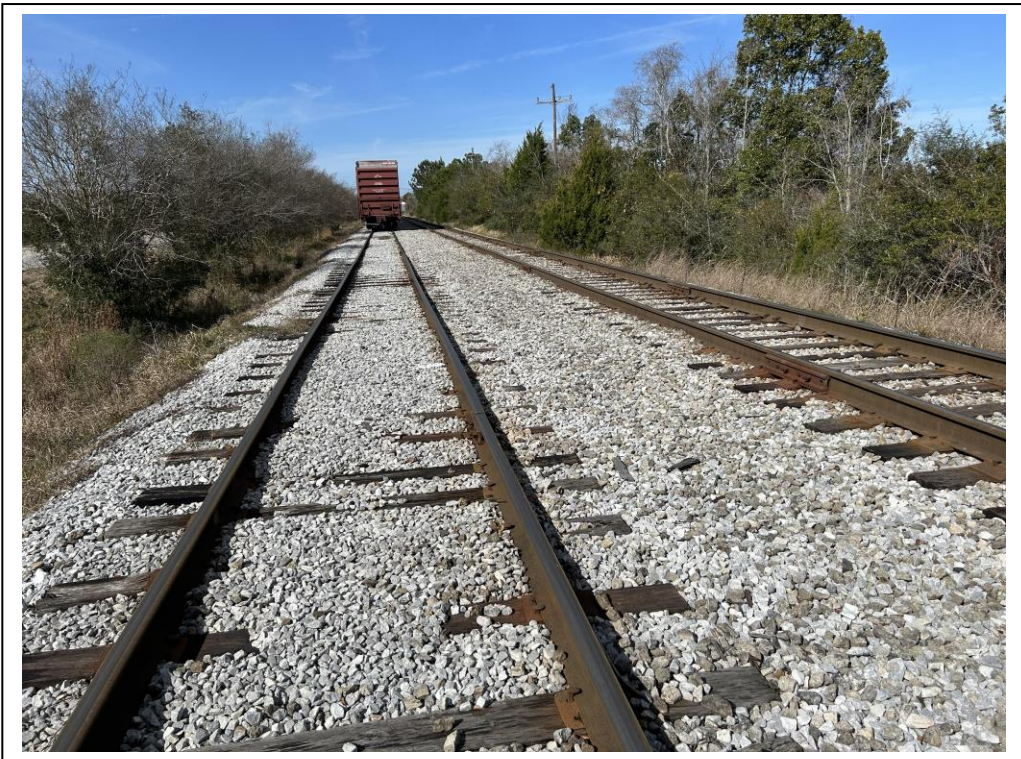
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Picture #1: View looking south near the northern portion of the project site.



Picture #2: View looking south near the northern portion of the project site.



Picture #3: View of forested areas near the northern portion of the project site.



Picture #4: View of forested areas near the northern portion of the project site.



Picture #5: View looking north near the central portion of the project site.



Picture #6: View looking south near the central portion of the project site.



Picture #7: View looking north near the southern portion of the project site.



Picture #8: View looking south near the central portion of the project site.



Picture #9: View of forested areas near the southern portion of the project site.



Picture #10: View of forested areas near the southern portion of the project site.