



**Joint Infrastructure Recovery  
Request (JIRR) Program  
Abbreviated Consultation Process (ACP)  
Semi-Annual Report: MARCH 2021 (Amended April 9,  
2021)**

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**City of New Orleans**

**Executive Summary**

**Purpose**

FEMA has allocated 1.7 billion dollars through the Joint Infrastructure Recovery Request (JIRR) for a multi-year road recovery program to the City of New Orleans (CNO) and the Sewerage and Water Board of New Orleans (SWBNO). The Abbreviated Consultation Process (ACP) letter, effective December 17, 2018, and agreed upon by its consulting parties, requires that CNO and SWBNO, together with FEMA, conduct semi-annual consultation meetings throughout the implementation of the JIRR program as part of their reporting requirements outlined in the ACP for adverse effects to archaeology and historic preservation. Since the last semi-annual meeting on September 22, 2020, the CNO Archaeologist and HP Specialist have collected project data and are able to report on the statuses as required and listed in the ACP.

**Background**

Data for this assessment were collected and assembled in February 2021.

**ACP Activity Data by JIRR Wave  
Since ACP Meeting (September, 2020)**

JIRR Wave	Project Reviewed by Archaeologist	Project Reviewed by Archaeologist AND In Sensitive Area	Project Monitored by Archaeologist	Project Reviewed by HP Specialist	Work in National Historic Landmark (NHL) Or is NHL-adjacent	Full Reconstruction Projects	Projects Reviewed or Monitored Under Construction
Wave 1	1	0	4	0	3	1	4
Wave 2	7	3	10	1	4	9	14
Wave 3	22	15	0	5	4	17	0
Wave 4	29	18	0	4	2	27	0
No Wave Assigned	1	0	0	0	1	0	0
<b>Totals</b>	<b>60</b>	<b>36</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>54</b>	<b>18</b>

### Since the Last ACP Meeting in September 2020

- Sixty (60) total projects were reviewed by the Archaeologist.
- Ten (10) projects were reviewed by the HP Specialist.
- There were thirty-six (36) total projects reviewed by the Archaeologist that were in the Archaeologically Sensitive Area.
- Fourteen (14) projects have been monitored by the Archaeologist.
- Fifty-four (54) projects reviewed are full reconstruction projects. Nine (9) of these projects were reviewed by the HP Specialist. Eighteen (18) of the full reconstruction projects reviewed have started construction.
- There were (14) reviewed projects within or adjacent to an NHL. The Archaeologist reviewed twelve (12) projects within an NHL; the HP Specialist reviewed four (4) projects within or were NHL-adjacent. None of the NHL or NHL-adjacent projects have started construction, however, it is expected there to be little to no effect on NHL properties based upon proposed work.
- There were NO unanticipated discoveries and/or unexpected effects.
- There was one (1) public objection and dispute resolution re removal of granite curbs along the proposed ADA ramp locations in the City Park Group A (RR025) project. The Engineer of Record and DPW were called out to devise a solution to tie the chamfered granite sections where technically feasible into the proposed ADA ramp. This objection/dispute was quickly and fully resolved (Jan/Feb 2021).
- The cultural resource statement and archaeological focused materials are in progress (See Appendix A).
- Avoidance measures are in the process of being implemented on all projects reviewed by the HP Specialist.
- The historic property inventory is in progress (See Appendix B).
- The historic context statement is in progress (See Appendix B).

## Archaeological Monitoring

A total of 60 JIRR projects have been reviewed by the CNO Archaeologist since the Autumn 2020 meeting. Of the projects reviewed, 36 were in the archaeological sensitivity area. A total of 13 projects in the archaeological sensitivity area have been monitored by the archaeologist since the last meeting (Table 1). Furthermore, because of the increase in number of projects in sensitive areas, an archaeological contractor was hired to help with monitoring. Earth Search, Inc. (ESI)/Smith Parrish Atkins Research Consultants, LLC (SPARC) has thus far helped monitor on the Milneburg (RR130 and RR131), Lakeview North (RR085), Audubon (RR001), Little Woods (RR100), Bayou St. John (RR004), Lake Terrace and Oaks (RR072), and Black Pearl East Carrollton (RR009) project areas.

*Table 1. Projects Monitored for Archaeology Since Last Meeting*

#	JIRR Project	Project ID
1	RR3 - Audubon Group A (PMOPI)	RR001
2	RR3 - Bayou St. John, Fairgrounds, Seventh Ward Group B (PMOPC)	RR004
3	RR3 - Black Pearl Group B (FRC)	RR008
4	RR3 - Black Pearl, East Carrollton Group A (PMOPI)	RR009
5	RR3 - East Riverside, Garden District, Irish Channel, St. Thomas Group A (PMOI)	RR035
6	RR3 - Filmore North Group B (FRC)	RR038
7	RR3 - Hollygrove, Leonidas Group A (INC)	RR067
8	RR3 - Lake Terrace and Oaks Group D (FRC)	RR072
9	RR3 - Lake Vista Group A (PMOPI)	RR073
10	RR3 - Lakeview North Group C (PMO)	RR085
11	RR3 - Little Woods Group A (PMOPI)	RR100
12	RR3 - Milneburg Group A (PMOPI)	RR130
13	RR3 - Milneburg Group B (FRC)	RR131
14	RR3 - Pontchartrain Park (PMOI)	RR140

Aside from very light scatters of artifacts, the past six months has been largely uneventful for archaeological monitoring. That is, except for the Audubon (RR001) and East Riverside (RR035) projects where granite pavers were observed just under the asphalt of Arabella, Garfield and Joseph streets (Audubon) and First Street (East Riverside).

**Belgian Blocks and Cobblestone Pavers.** The Audubon project encountered granite pavers in four locations. On Joseph Street, the granite pavers formed a part of the streetcar track and were only covered with a thin layer of asphalt (Figure 1). Pavers were also seen at the intersections of Garfield and Arabella, and Pitt and Arabella (Figure 2). In both cases, they formed thin strips (akin to crosswalks) at all four corners of the intersection. On Garfield Street, between Joseph and Octavia, similar size granite blocks were pulled from the gutter bottoms of each side of the street (Figure 3). In all four of these locations of the Audubon project, the granite pavers were similar sizes where all vary but were slightly smaller or larger than 5x5x9 in (12.7x12.7x22.9 cm). These blocks were stacked out of the way while the contractor sought direction and payment for removal. Although there was no FEMA provision for preservation of these blocks, they were eventually brought to the city maintenance yard under city salvage policy.



*Figure 1. Joseph Street pavers discovered beneath asphalt along buried streetcar track.*



*Figure 2. Granite pavers discovered beneath asphalt at the intersection of Garfield Street and Arabella Street*



*Figure 3. Granite pavers discovered beneath asphalt at Garfield Street between Octavia and Arabella.*

The blocks removed from First Street (ongoing) are much different than those of the Audubon project (Figure 4). They are much larger with a crude average being 9x13x17 in (23x33x43 cm). The layout is also different than the few streets in the city currently using granite blocks as the roadway. This system is diagonal to the direction of the street. Both types of paving were laid in without mortar in such a fashion so that there is little or no space in between the blocks. Added to the difficulty of installation is the First Street diagonal pattern; the Felicity or St. Joseph blocks are laid perpendicular to street direction. Layout of such streets requires a high degree of craftsmanship. As can be seen from the photograph, each diagonal row of pavers is the same width running across the street. Evidently, the blocks came in different sizes but to lay them so snugly, workers would have had to cut/chisel them

to be the right width. This chiseling is evident on the undersides of the blocks. Further testament to the craftsmanship, the center of the street is higher than the gutters. The fit of these blocks (after nearly 200 years) is so snug that the waterline crew had to jackhammer extensively through the hard granite to produce a starting point for excavator bucket access. It is theorized that these larger granite pavers were the precursor to the smaller blocks, as seen on Felicity/St. Joseph and in the Audubon (RR001) project area. Further research is needed on this paving technology.

It is romantically theorized that the granite pavers of the city were the result of clever repurposing of ballast on ships coming into the New Orleans harbor, but that is not accurate. It is widely related that when ships came into harbor (any harbor) with ballast from a long voyage they would dump the worthless load into the harbor to make room for whatever cargo they were there to transport. This practice has been documented by archaeologists all over the world, especially where deep water is more conducive to this jettisoning; however, it was less prevalent here than other places, especially in Lake Pontchartrain or the canals where shallow waters would have prevented too much filling. Instead, ballast was used to build up land around the harbor. Buried ballast piles have been documented in the city (projects outside JIRR) on land near the harbor (like Carondelet Canal, a.k.a. Lafitte greenway). New Orleanians would haul the ballast onto shore in our boundless attempts to raise the landscape, a necessity that was much greater here than most places. Nevertheless, a small portion of the cut blocks may have made their way here via ballast on ships, but this designation was surely mostly related to those streets that were paved with true cobblestones, those rounded “river rocks” from places that have hills



*Figure 4. Large granite pavers discovered beneath asphalt at First St. and Prytania St. in the Garden District.*

and mountains. For example, true cobblestones were observed on the Tremè project, where rocks of all rounded shapes were placed on their flattest side forming a roadway (later paved over in shells then asphalt). To be sure, one can inspect the types of stone used in Belgian block street paving. All of them are uniform from the same quarry. Ballast stones used from any ships coming in from all over the Americas would not be so uniform; the signature of different quarries would be evident on each street in the city and this is not the case. The actual squared blocks that paved the streets of the city (First Street, Felicity Street, St. Joseph Street, etc.) were ordered specifically for road paving and they were cut out of quarries in the northeast (like Pennsylvania) and put on barges and floated down the Ohio and Mississippi rivers. Somewhere in the city archives there may be contracts for the importation of this stone. Further research is necessary to flesh out the story.

By not sending these blocks to the landfill, we save them for future building. Their salvage has spurred a discussion about the future uses of such items as it has become clear that it will be abundantly expensive to transport them to a secure location each time they are encountered on a project. Potentially, future city or federal projects could call for a mitigative approach where the salvaged blocks are reused to restore selected segments of historic districts. Additionally, new projects could use them for beautification, such as the construction around the new city hall, potentially set for the Municipal Auditorium/Armstrong Park.

**Artifact Scatters.**

In addition to finding granite blocks under the current asphalt streets, there were two small scatters of artifacts observed in the last six months. The Milneburg (RR131) project encountered an early- to mid-twentieth- century scatter on Marigny Street, approximately 37 meters south of New York Street (Figure 5). The artifacts were found between approximately 70 and 130 cmbs in a midden with black peaty soils. The midden was buried by Stratum I (20-70 cmbs), a layer of yellowish brown (10YR 5/6) and bluish gray (Gley 2 5B 5/1) sand. The midden artifacts had been deposited on bluish



*Figure 5. Early-to mid-twentieth-century scatter on Marigny Street, 37 meters south of New York Street, (RR131)*

gray (Gley 2 5B 5/1) sandy clay. A Mogen David fortified wine bottle, a Dixie beer can, a coke bottle, a machine-manufactured pepper sauce bottle, a patent medicine bottle, a leather shoe sole and white bodied ceramic were observed. The trench excavated through approximately 5.0 m of this deposits before sterile soils once again were observed. A resident at 6309 Marigny Street visited the job site and relayed that the area of New York Street was once a canal with woods to the north; trucks from the city incinerator would pull up with the burned refuse and dump in that location. He stated that this was during the 1950s and maybe earlier. Houses on the street date from 1920s and later. This would have been after the Lake Pontchartrain land reclamation project of the 1920s but before the Lake Terrace and Oaks Subdivision was constructed (1960s). A dip in stratigraphy just south of the artifact deposit location was curious until the resident stated the memory that there had been a canal in this location. The incinerator refuse must have been an attempt to fill the void when the canal was being decommissioned. A representative collection was made and is at UNO labs for processing.

The Audubon (RR001) project's waterline trench also had a very light scatter of nineteenth century artifacts under Webster Street, approximately 20 to 30 meters north of the intersection with Patton Street (in front of 617 Webster, see Figure 6). Underneath the pavement,



*Figure 6. Nineteenth century scatter in front of 617 Webster Street, (RR001)*

Stratum I (50-100 cmbs) soils were grayish brown (10YR 5/2) silty clay. For about 10 m there was a light concentration of brick (60-80 cmbs) in the same grayish brown soil. A very light concentration of nineteenth century artifacts (n=6) were included with this brick. Artifacts consisted of an undecorated pearlware cup base fragment, two annular ironstone bowl sherds, a wine/champagne bottle finish with laid on string and two animal bones. The rest of the block seemed generally intact but sterile until 20 m south of Constance Street, where a water leak had caused a huge area to be completely excavated. Artifacts are at UNO labs for processing.

**Conclusion.** Overall, the past six months has seen monitoring over a myriad of sterile soils. Given that archaeological monitoring has been ongoing for two years now, it is tempting to think that we are not going to find any intact deposits other than broadcast garbage fill. However, the state of JIRR projects has still not peaked. According to our program managers, the JIRR has put into play \$473 M worth of projects (as of end of 2020). As can be seen by the huge increase in projects monitored this past six months, a large part of that money is in ongoing (recently kicked off) projects. Over the next 6 months, program managers are striving to hit the streets with approximately \$700 M worth of projects. Many of the projects thus far have concentrated on the lakefront. Only a fraction of the projects in the historic districts along the river and Bayou St. John have been implemented. Therefore, it is too early to propose with any hint certainty that the JIRR will not unearth significant archaeological deposits.

**Historic Preservation: Plans Reviewed for Character Defining Features (CDFs)**

The HP Specialist has provided data from the reviews of ten (10) JIRR-funded projects. All projects are described in detail below with enumeration of the avoidance/minimization efforts for Character Defining Features (CDFs) as required in the ACP, the nature of the effect on a National Register Historic District (NRHD), National Historic Landmark (NHL) or NHL-adjacent properties where applicable, and discoveries and/or unexpected effects. There were no public objections and dispute resolutions recorded on the following reviewed projects.

1. RR033 – East Carrollton Group B (FRC) This is a third-wave project at 90% Design with seven (7) segments recently upgraded to full reconstruction in the Carrollton, NRHD. One of the segments in the project area is adjacent to the streetcar at Saint Charles Avenue and Hillary Street. Construction is expected to begin in July 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the full reconstruction segments. **Based on 60% plan set, the CNO HP Specialist expects there to be no effect on the St. Charles Line (streetcar), National Historic Landmark.**

**RR033 – East Carrollton Group B (FRC): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR033	Streetcar tracks and catenary standards with light mechanism	Work to avoid NHL streetcar infrastructure on St. Charles Avenue at Hillary Street.		
RR033	Granite curbs	Granite curbs on St. Charles Avenue at Hillary Street to be avoided or reset.		

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR033	Brick/stone sidewalk including footlaps	Existing brick sidewalks throughout to be avoided or reset.		
RR033	Street name tiles	Street name tiles to be reset directly outside of ADA footprint on (17) corners.		
RR033	Steel curb guards		(21) steel curb guards in proposed ADA ramp footprint to be removed	
RR033	Hitching Posts	Existing (3) hitching posts to be avoided, 7400 Plum St. near Lowerline St.		
RR033	Streetlights	Existing (3) historic streetlights to be avoided: <ul style="list-style-type: none"> <li>• St. Charles Ave at Hillary St (neutral ground)</li> <li>• (2) corners, Maple St. at Hillary St.</li> </ul>		
RR033	Utility covers	Utility covers to be reused if technically feasible, i.e., good condition.		

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR033	Catch basins and grates			Catch basin treatment still to be determined. It is likely most to be removed/upgraded.
RR033	Two-track driveways	(11) two-track driveways outside right-of-way to be avoided.		
RR033	Fences/Walls/Gates	All fences/walls/gates to be avoided.		

\* RR033 – End of Table

2. RR034 – East Carrollton Group C (FRC) This is a fourth-wave project at 90% Design with eighteen (18) segments recently upgraded to full reconstruction in the Carrollton, NRHD One of the segments in the project area is adjacent to the streetcar at Saint Charles Avenue and Adams Street. Construction is expected to begin in July 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the full reconstruction segments. **Based on 60% plan set, the CNO HP Specialist expects there to be no effect on the St. Charles Line (streetcar), National Historic Landmark.**

**RR034 – East Carrollton Group C (FRC): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR034	Streetcar tracks and catenary standards with light mechanism	Work to avoid NHL streetcar infrastructure on St. Charles Avenue at Adams Street.		
RR034	Granite curbs	Granite curbs on St. Charles Avenue at Adams Street to be avoided or reset.		
RR034	Brick/stone sidewalk including footlaps	Existing brick sidewalks to be avoided or reset.		Sidewalk segment on 1300 block of Adams, upriver side in front of 7702 Willow Street
RR034	Street name tiles	Street name tiles to be reset directly outside of ADA footprint on (24) corners.		

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR034	Steel curb guards		(22) steel curb guards in proposed ADA ramp footprint to be removed	
RR034	Distinctive Concrete Curbs		Existing distinct chamfered concrete curbs in ADA footprints to be removed on (8) corners.	
RR034	Streetlights	Existing (1) historic streetlight to be avoided: <ul style="list-style-type: none"> <li>St. Charles Ave at Adams St (neutral ground)</li> </ul>		
RR034	Utility covers	Utility covers to be reused if technically feasible, i.e., good condition.		
RR034	Catch basins and grates	(24) existing catch basins to be adjusted	(48) existing catch basins to be replaced/upgraded	
RR034	Two-track driveways	(24) two-track driveways outside right-of-way to be avoided.		
RR034	Fences/Walls/Gates	All fences/walls/gates to be avoided.		

\* RR034 – End of Table

3. RR053 – Gentilly Terrace Group C (FRC) This is a fourth-wave full reconstruction project in design finish consisting of eight (8) residential blocks within the Edgewood Park, NRHD. Construction is expected to begin in June 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the full reconstruction segments. **The following proposed work will have no effect on a National Historic Landmark (NHL).**

**RR053 – Gentilly Terrace Group C (FRC): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR053	Timber curbs			1 ~ 20ft timber curb segment on lakeside, downriver side of Sere Street
RR053	Two-Track Driveways	All (19) two-track driveways outside ROW to be avoided		
RR053	Catch Basins	(13) existing catch basins to be adjusted	(13) existing catch basins to be replaced/upgraded	
RR053	Utility covers		(2) drainage manholes to be removed	
RR053	Fences/Walls/Gates	All fences/walls/gates to be avoided.		

\* RR053 – End of Table

4. RR097 – Leonidas Group B (PMOPC) This is a second-wave patch mill overlay project with incidental road repairs near Design Finish consisting of fifty-five (55) residential blocks within the Carrollton, NRHD. The 8100 block of Willow Street is along the St. Charles Line, National Historic Landmark. The SWBNO also has some very minor Sewer System Evaluation and Repair Program (SSERP) work which includes one point repair involving the replacement of 14.2 SY of asphalt near the sewer line at the intersection of Cohn Street and S. Carrollton Avenue. Following, SWBNO also plans to do some sewer repair in the 800 block of S. Carrollton Avenue involving replacement of some sod (grass). These two SSERP repairs will have no impact to character defining features. Construction is expected to begin in June 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the 8100 block of Willow Street. **Based on 100% final plan sets, the CNO HP Specialist expects there to be no effect on the St. Charles Line (streetcar), National Historic Landmark.**

**RR097 – Leonidas Group B (PMOPC): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR097	Streetcar Tracks	1 set of active streetcar tracks on 8100 block of Willow Street to be avoided		
RR097	Streetcar Catenary Mechanism	Five (5) streetcar poles to be avoided		
RR097	Street Name Tiles	Ex. street name tiles on two corners at Dublin/Willow to be reset directly outside ADA footprint		

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR097	Brick or Stone Sidewalks/Footlaps	Existing brick sidewalk segment at 1332 S. Carrollton Ave (8100 block of Willow) unaffected by work.  Ex. 10-foot segment of brick footlap to be retained.		
RR097	Steel Curb Guards		(3) sets of steel curb guards in proposed ADA ramp footprint at Dublin/Willow to be removed	
RR097	Utility Covers	Utility covers to be reused if technically feasible, i.e., good condition.		
RR097	Catch Basins	(10) existing catch basins to be avoided/retained		
RR097	Fences/Walls/Gates	All fences/walls/gates to be avoided.		

\* RR097 – End of Table

5. RR098 – Leonidas Group C (FRCPP). A review of this third-wave project near Design Finish consisted of nine (9) full reconstruction blocks within the Carrollton, NRHD. Construction is expected to begin in June 2021. The table below outlines the status of avoidance/minimization efforts for CDFs within the project area. **The following proposed work will have no effect on a National Historic Landmark (NHL).**

**RR098 – Leonidas Group C (FRCPP): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR098	Stone Curb	Ex. stone curb to be reset on Dante Street (2700 block, 2900 block)		
RR098	Timber Curb			Ex 20 ft segment of timber curb to be removed on 8300 block of Fig Street
RR098	Distinctive Concrete Curbs	Ex. distinctive concrete curb to be avoided/reset: <ul style="list-style-type: none"> <li>• 8100-8200 block of Nelson</li> <li>• 8100-8200 block of Apple (riverside)</li> </ul>	Ex. distinctive concrete curb to be removed: <ul style="list-style-type: none"> <li>• 8100-8200 block of Apple (lakeside)</li> <li>• 2500-2600 block of Dublin</li> </ul>	
RR098	Street Name Tiles	All existing street name tiles (6 pairs) to be reset directly outside ADA footprint		

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR098	Steel Curb Guards		(22) sets of steel curb guards in proposed ADA ramp footprint to be removed	
RR098	Two Track Driveways	All (24) two-track driveways outside ROW to be avoided		
RR098	Catch Basins	(35) existing catch basins to be avoided/retained	(71) existing catch basins to be replaced/upgraded	
RR098	Utility Covers	Existing manholes (and covers) not being replaced to be adjusted to new street elevation		
RR098	Fences/Walls/Gates	All fences/walls/gates to be avoided.		

\* RR098 – End of Table

6. RR099 – Leonidas Group D (FRCPP). A review of this third-wave project near Design Finish included thirty-eight (38) patch mill overlay and patch concrete residential blocks within the Carrollton, NRHD with one (1) segment extending out into the St. Charles Line (streetcar). Construction is expected to begin in July 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the full reconstruction segments. **The CNO HP Specialist expects there to be no effect on the St. Charles Line (streetcar), National Historic Landmark.**

**RR099 – Leonidas Group D (FRCPP): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR099	Streetcar tracks and associated infrastructure	Streetcar tracks, catenary standards avoided, 2100 block of S. Carrollton Avenue.		
RR099	Stone Curbs	Stone curbs to be reset throughout project area where applicable. All granite curbs at Joliet St/Pritchard Place intersection to be avoided.		
RR099	Street Name Tiles	Relay one set of street name tiles, northeast corner of Spruce and Cambronne.		
RR099	Steel curb guards	(23) sets of steel curb guards avoided	(22) sets of steel curb guards in proposed ADA ramp footprint to be removed	
RR099	Hitching Posts	(2) pair of hitching posts avoided		

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR099	Streetlight	(2) historic streetlights near ADA ramp to be avoided (Joliet/Sycamore and Sycamore/Dante)		
RR099	Two track driveways	All (16) two-track driveways outside ROW to be avoided		
RR099	Utility Covers	Existing manholes (and covers) not being replaced to be adjusted to new street elevation		
RR099	Catch basins and grates	(48) existing catch basins to be avoided/retained	(28) existing catch basins to be replaced/upgraded	
RR099	Fences/Walls/Gates	All fences/walls/gates to be avoided.		

\* RR099 – End of Table

7. RR119 – Marlyville-Fontainebleau Group D (FRC). A review of this third-wave project at 90% design consisted of ten (10) full reconstruction blocks within the Carrollton NRHD. Construction is expected to begin in August 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the full reconstruction segments. **The following proposed work will have no effect on a National Historic Landmark (NHL).**

**RR119 – Marlyville-Fontainebleau Group D (FRC): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR119	Stone curbs (linear)	All linear granite curbs on 2400/2500 block of Broadway at Nelson Street to be avoided.	Chamfered stone blocks in four (4) corners to be removed in advance of ADA ramp installation	
RR119	Street name tiles	All existing street name tiles (15 pairs) to be reset directly outside ADA footprint		
RR119	Steel curb guards		(19) steel curb guards in proposed ADA ramp footprint to be removed	

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR119	Utility Covers	Existing water meter boxes are to be replaced or field adjusted in the same location as they currently exist. The determination of replacement or field adjustment shall be done in the field during construction. If an existing meter box is broken it shall be replaced. All other meter boxes shall be adjusted as needed to match grade elevation.		
RR119	Catch basins and grates	(32) existing catch basins within EHP footprint to be avoided or adjusted	(37) catch basins to be removed/upgraded	
RR119	Fences/Walls/Gates	All (32) fences/walls/gates to be avoided.		
RR119	Two-track driveways	All (10) two-track driveways outside ROW to be avoided		
RR119	Brick footlap	One (1) brick footlap to be reset		

\* RR119 – End of Table

8. RR120 – Marlyville-Fontainebleau Group E (FRC) A review of this third-wave project at 90% design consisted of eight (8) full reconstruction blocks within the Carrollton NRHD. Construction is expected to begin in August 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the full reconstruction segments. **The following proposed work will have no effect on a National Historic Landmark (NHL).**

**RR120 – Marlyville-Fontainebleau Group E (FRC): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR120	Distinctive concrete curbs		Distinctive chamfered concrete curbs to be removed on six (6) corners prior to ADA ramp installation.	
RR120	Street name tiles	All existing street name tiles (9 pairs) to be reset outside ADA footprint		
RR120	Steel curb guards		(10) steel curb guards in proposed ADA ramp footprint to be removed	

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR120	Utility Covers	Existing water meter boxes are to be replaced or field adjusted in the same location as they currently exist. The determination of replacement or field adjustment shall be done in the field during construction. If an existing meter box is broken it shall be replaced. All other meter boxes shall be adjusted as needed to match grade elevation.		
RR120	Catch basins and grates	(38) existing catch basins within EHP footprint to be adjusted	(20) catch basins to be removed/upgraded	
RR120	Fences/Walls/Gates	All (18) fences/walls/gates to be avoided.		
RR120	Two-track driveways	All (21) two-track driveways outside ROW to be avoided		
RR120	Brick sidewalk/driveway	(3) brick sidewalk sections and (1) driveway to be avoided or reset		

\* RR120 – End of Table

9. RR141 – Pontchartrain Park Group B (FRC) A review of this third-wave project at 100% design finish consisted of ten (10) full reconstruction blocks within the Pontchartrain Park, NRHD. Construction is expected to begin in June 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the full reconstruction segments. **The following proposed work will have no effect on a National Historic Landmark (NHL).**

**RR141 – Pontchartrain Park Group B (FRCP): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR141	Steel curb guards		(12) steel curb guards in proposed ADA ramp footprint to be removed. It is unlikely tangent sections will remain due to change in radius and slope to provide adequate drainage & meet ADA requirements.	
RR141	Utility Covers	Water meters, sanitary sewer cleanouts, and other misc. utility valves to be adjusted per general notes.		Where applicable, existing large drain, water and sewer covers to be reused pending salvageability of item.
RR141	Catch basins and grates	(11) existing CB frames and covers to be avoided/reused	(5) catch basins to be removed	(37) Where applicable, existing frame and cover will be reused. A general note will be added to the plans and the schedule of values will be updated to salvage and reuse existing metal casting and frame.

\* RR141 – End of Table

10. RR143 – Pontchartrain Park Group D (FRC) A review of this fourth-wave project near 100% Design Finish consisted of ten (10) full reconstruction blocks within the Pontchartrain Park, NRHD. Construction is expected to begin in May 2021. The table below outlines the status of avoidance/minimization efforts for CDFs along the full reconstruction segments. **The following proposed work will have no effect on a National Historic Landmark (NHL).**

**RR143 – Pontchartrain Park Group D (FRC): Avoidance/minimization efforts to CDFs**

Project	CDF	Avoidance/Minimization Efforts	To Be Removed	To Be Determined
RR143	Steel curb guards		(30) steel curb guards in proposed ADA ramp footprint to be removed.	
RR143	Utility Covers	Water meters, sanitary sewer cleanouts, and other misc. utility valves to be adjusted per general notes.		Where applicable, existing large drain, water and sewer covers to be reused pending salvageability of item.
RR143	Catch basins and grates	(7) existing catch basins to remain (4) existing catch basins to be adjusted	(48) catch basins to be removed for upgrade	

\* RR143 – End of Table

## APPENDIX A:

### UNO JIRR PROJECT UPDATE - ARCHAEOLOGY

## UNO JIRR PROJECT UPDATE - ARCHAEOLOGY

During the current period, UNO focused its efforts on organizing and compiling data for the full draft version of the Cultural Resources Context Statement. The document is specifically meant to address the requirements given for the Cultural Resources Context Statement in the ACP, including more intensive treatment of certain areas that are mentioned in the ACP but are not fully developed. This document is divided into 7 chapters, divided into two parts or volumes. The first volume consists of 3 chapters intended to assess previous archaeological research in Orleans Parish and the City of New Orleans:

- Chapter 1 gives general background information on this project, on the history of archaeological research in and on New Orleans, and on the approaches other urban areas have taken in managing archaeological research within their jurisdictions.
- Chapter 2 focuses on some of the methods for assessing previous archaeological research in New Orleans. It discusses the information available in the Louisiana Cultural Resources database and the Louisiana Division of Archaeology state site files, along with how it was integrated into a GIS database intended to depict the intensiveness of archaeological research at a broad scale in Orleans Parish. It also reviews mapping and GIS efforts related to archaeology in the New Orleans area more broadly, including previous attempts to create archaeological probability and sensitivity models for the New Orleans area. Finally, it discusses a relational database created for this project, which is meant to allow post-contact assemblages to be classified according to variables that affect their research potential. Additional aspects of this relational database are developed further in Chapter 4 below.
- Chapter 3 provides a narrative discussion of previous research according to the 62 official neighborhood designations used by the City of New Orleans Department of Public Works. For convenience, these are grouped into 11 synthetic units, typically on the basis of similarities in developmental history and/or natural setting. Chapter 3 is meant as a quick geographical reference for city planners and cultural resources professionals, intended to give a neighborhood by neighborhood breakdown of research done and of future potential in those neighborhoods.
- A copy of the GIS database and the Access database utilized in Chapter 2 will be included with Volume 1 of this report.

Volume 2 consists of 4 chapters addressing additional aspects of the ACP's Cultural Resource Context Statement requirements and of the tasks specified in the CEA between UNO and CNO. The ACP specifically calls on CNO to describe "critical gaps in the knowledge of archaeological sites that were occupied prior to the establishment of the city street grid in New Orleans".

- Chapter 4 addresses the identification of gaps in previous research on the archaeology of New Orleans by summarizing previous major research themes that have been applied to the study of New Orleans archaeology, beginning with those presented in the newest version of Louisiana’s Comprehensive Archaeological Plan (Girard et al. 2018). Within the structure of this document, this effort is closely linked to another requirement of the ACP: to identify site components for excavated sites and quality data sets by component. Few data recovery reports systematically catalog components in a manner that facilitates such assessments. In order to ultimately describe gaps, we found it necessary to both consider the question of what constitutes a quality data set in more detail and the question of the variables by which we catalog components. We find that many of the critical gaps derive from reporting of data that is not well-suited to answering the appropriate categories of research questions for the excavated component. In conclusion, we suggest some criteria for evaluating quality data sets for particular types of components. We address some problems with data comparability in an Appendix to this volume.
- Chapter 5 draws on the material from Chapters 2-4 to address the critical issues of the identification and evaluation of archaeological sites in Orleans Parish. It provides a discussion of a GIS developed by UNO to help identify archaeologically sensitive areas for pre-contact, contact, and colonial era sites and to locate five specific property types identified in the ACP (cemeteries, schools, plantations, commercial districts, and industrial areas), with these subdivided further by period when appropriate. Chapter 5 also presents suggested criteria for evaluating urban components in New Orleans, particularly as it pertains to prioritizing within multicomponent sites.
- Chapter 6 suggests some possible approaches to research questions for New Orleans archaeology, including examples of each. These are not meant to be exhaustive, nor are they meant to replace previously defined ones. Rather, they are meant to provide some examples of alternative methods of defining research agendas, intended to assist in the identification of under-studied property types and themes. They are also intended to be useful in considerations of the fit between research questions and particular categories of deposits, especially for ones that may be located in projects like the JIRR monitoring effort.
- Chapter 7, the concluding chapter, presents some suggestions towards a management and interpretive plan for New Orleans archaeology, including considerations on how site recording and documentation at the city level could be integrated with the Louisiana Division of Archaeology’s efforts at managing archaeological resources in the city.

## APPENDIX B:

### JIRR PROJECT UPDATE – HISTORIC PRESERVATION

## JIRR PROJECT UPDATE – HISTORIC PRESERVATION

In the current reporting period, the City of New Orleans’ (CNO) Historic Preservation Specialist has continued work on the treatment measures for FEMA’s Hazard Mitigation Grant Program (HMGP) and the Sandy Recovery Improvement Act/Joint Infrastructure Recovery Request (JIRR). During this period, the following benchmarks have been completed:

1. The HP Specialist has continued efforts to conduct the historic property inventory of Character Defining Features (CDFs)

within JIRR-affected National Register Historic Districts (NRHD) as directed by the treatment measures outlined in the Abbreviated Consultation Process (ACP) letter. To date the following historic districts have been surveyed: The Garden District NHL/NRHD, Algiers Point, NRHD, South Lakeview, NRHD, Pontchartrain Park NRHD, Faubourg Marigny NRHD; the Bywater NRHD is currently being surveyed. The data collected for these districts are currently being assessed according to the seven aspects of integrity, [https://www.nps.gov/subjects/nationalregister/upload/NRB-15\\_web508.pdf](https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf). Once analyzed, the data will inform the development of the historic context statement as required under the ACP. The historic districts in Table 1 (Appendix B) remain to be surveyed.

*Table 1 (Appendix B): Remaining National Register Historic Districts to be inventoried.*

• Irish Channel	• New Marigny
• Central City	• Parkview
• Lower Garden District	• Uptown
• Gentilly Terrace	• Carrollton
• Edgewood Park	• Broadmoor
• Mid-City	• Esplanade Ridge

2. Street Selection Method: The design approach for the historic property inventory included a randomized selection process of street segments within JIRR-affected NRHD areas. With the aid of Geographic Information System mapping software (ArcGIS Desktop), a standardized 30-by-30-meter landscape/archaeological grid was used as an overlay tool in the street selection process. Street blocks or segments were selected based on a specific distance measurement from the center (centroid) of each grid cell. For example, a distance measurement of three (3) feet from the grid centroid was applied to select street segments within Algiers Point, NRHD. Since historic districts vary in shape and size, street length, street configuration, as well

as the number of streets, the distance value was increased or decreased, where necessary, to achieve even coverage i.e., the center and edges of the historic district. Once a full representation of the district was reached, large clusters of selected segments could be de-selected manually or “thinned out” to avoid over-representation of areas within the district while ensuring even coverage. Road class segments such as highway ramps and segments intersecting a district were excluded from the selection process. The randomized street selection process as outlined above produces even coverage of street segments within a historic district allowing “a thorough sampling which will inform the content of and provide a basis for analysis and synthetization in the historic context statement” as required under the *Treatment Measures for the Built Environment* in the ACP. NOTE: Due to limitations on both time and human resources, it may be necessary to add additional exclusion criteria to the street selection method above in order to reduce the sheer number of streets surveyed to meet the current December 2021 deadline for the Historic Context Statement.

3. Written Descriptions and Assessments of Integrity: Using the National Register Bulletin, No. 15: How to Apply the National Register Criteria for Evaluation, primary and secondary documentation, internet research, and field observations, the CNO HP Specialist is in the process of constructing integrity tables for Character Defining Features to assist in writing descriptions and assessments of integrity for each character defining feature.
4. Research and the Historic Context Statement: The CNO HP Specialist has developed a working bibliography and a full draft outline for the context statement and is currently working with a UNO intern, Sukari Ivester PhD enrolled in the UNO Master of Urban & Regional Planning (MURP) program in writing the background section, Chapter One. Dr. Fallon Aidoo, PhD is serving as coordinator and mentor during this process. Philip Gilmore and Michael Godzinski have conducted image research at the SWBNO and scanned high resolution TIFF images for potential use in the publication. The next steps in the preparation of the historic context statement include writing chapters two through five possibly in conjunction with Dr. Fallon Aidoo and other interns at UNO or Tulane. Please note the following limiting factors some of which are ongoing and affect the timeline for deliverables.
  - a. Early in the program, it was suggested a qualified person (or personnel) be hired to support the research and inventory aspects of the program. However, to date, the CNO Historic Preservation Specialist has been acting as a principal investigator without any dedicated staff support. With the economic tightening caused by the ongoing Covid-19 pandemic the City is currently constrained in its ability to outsource this work.

- b. Access to archival records and other research materials has been constrained because of Covid-19 related restrictions.
- c. The cyberattack on the City required the reacquisition of some lost data, i.e., GIS shapefiles which have been successfully recovered but at the cost of extra time and effort in recuperation.