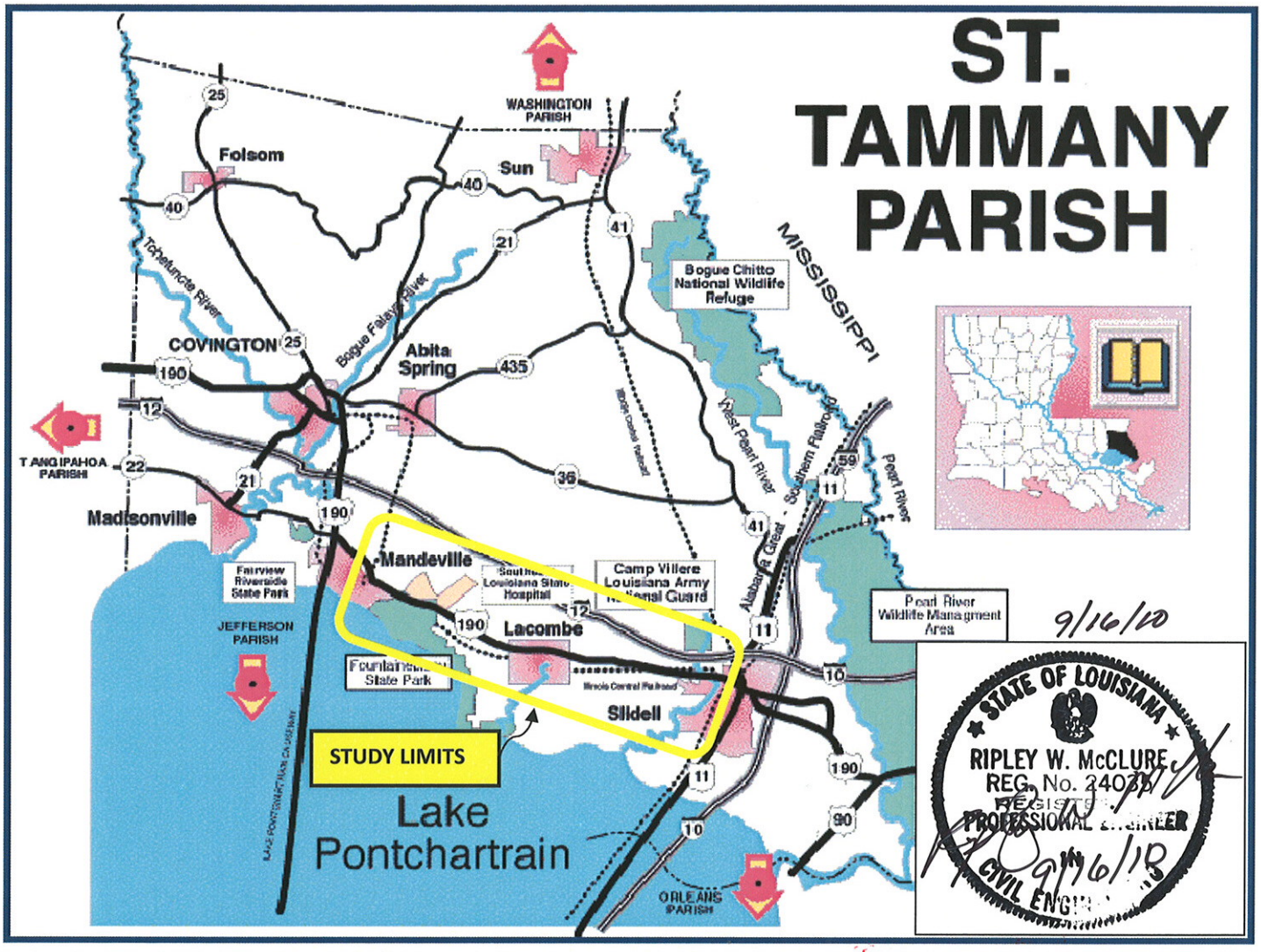
WIDEN US 190
LA 1089 (Fontainebleau State Park) TO US 11



LOUISIANA'S ON THE MOVE... DOTD BUILDS THE WAY

Prepared for:

Louisiana Department of Transportation and Development

Stage 0 Feasibility Study

Widen US 190

From LA 1089 to US 11

St. Tammany, Louisiana

Prepared by:

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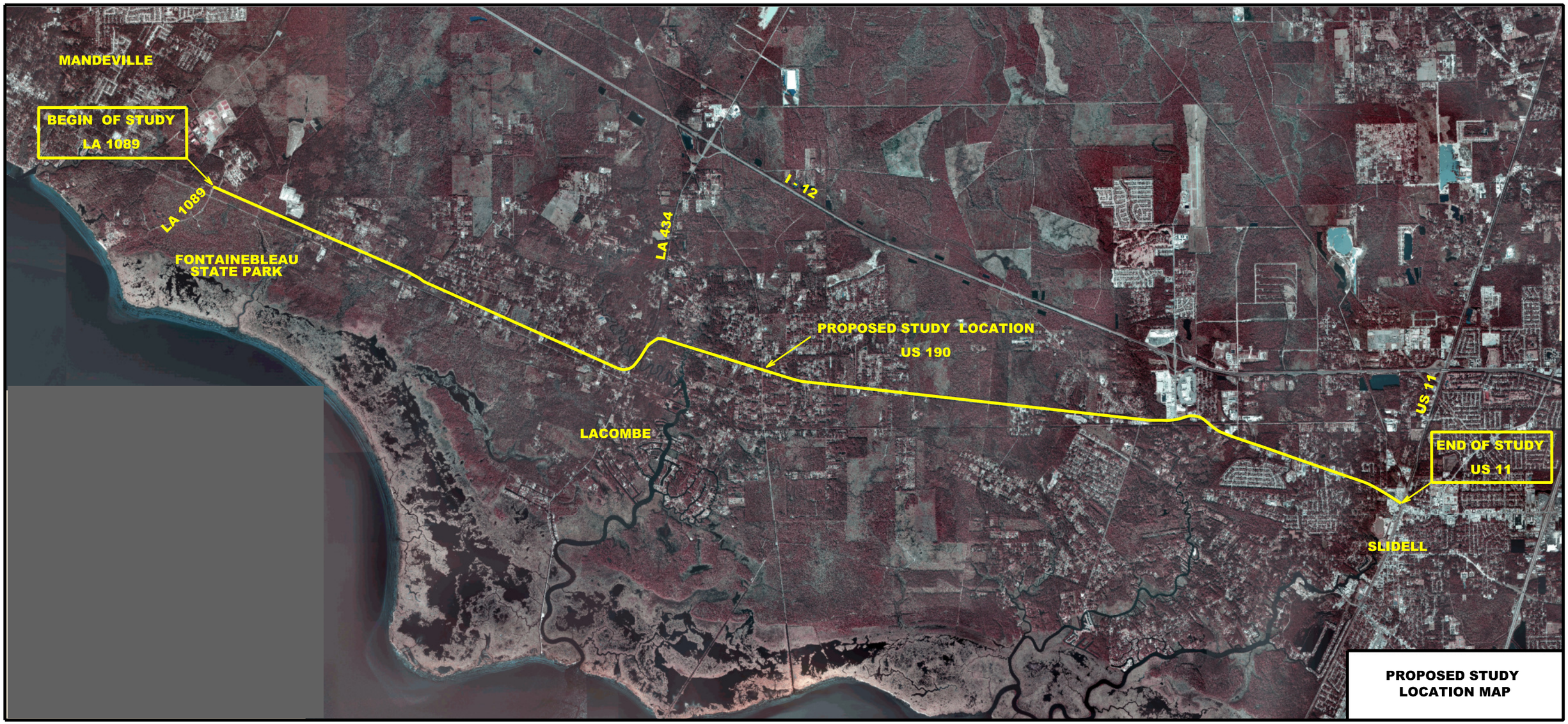
In Conjunction with:

Urban Systems, Inc.

State Project No. 700-52-0191

Final Report

September 2010


MANDEVILLE
BEGIN OF STUDY
LA 1089
LA 1089
FONTAINEBLEAU
STATE PARK
LA 434
I - 12
PROPOSED STUDY LOCATION
US 190
US 11
LACOMBE
END OF STUDY
US 11
SLIDELL
PROPOSED STUDY
LOCATION MAP

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STAGE 0 Feasibility Report
Widen US 190 from LA 1089 to US 11
St. Tammany Parish

Preface - Executive Summary

Project Location

US 190, also known as the Ronald Reagan Memorial Highway, is an east-west United States highway across Louisiana and Texas. It evolved from the shortest of intrastate routes in 1926 to a length comparable to today's main Interstate Highway routes.

The project study area is located entirely in the Parish of St. Tammany. The study area begins just east of Mandeville at the intersection of LA 1089 and US 190 which serves as the entrance to Fontainebleau State Park. From there it proceeds easterly for approximately 16.2 miles to the intersection of US 11 and US 190 in the City of Slidell.

Along this corridor, US 190 passes through rural areas as well as suburban and urban areas such as the Community of Lacombe.

Congestion & Traffic

Throughout the majority of this corridor, US 190 is a two lane undivided major urban arterial. Near US 11, US 190 consist of a three (3) lane roadway section with one travel lane in each direction and a central continuous two-way left turn lane.
Over the length of this project, traffic counts and projected growth rates vary significantly. Therefore, this study was divided into four (4) segments of like traffic and demographic conditions for evaluation purposes.

- The first segment begins near LA 1089 at Fontainebleau State Park and extends to just west of Lacombe
- The second segment is through the Community of Lacombe
- The third segment begins at the eastern edge of Lacombe and ends near LA 433 (Thompson Road)
- The fourth segment begins at LA 433 and ends at US 11 in Slidell

Based on traffic data gathered, see **Appendix B, Traffic Study**, widening to allow for additional lanes is not warranted throughout much of this corridor;

however, dividing the highway will improve the safety of the roadway significantly. Adding additional lanes for turning in the urbanized fourth segment near Slidell is warranted. Presently, there are three (3) lanes in this segment with numerous turning movements that reduce capacity and cause delays.

Proposed alternatives were developed based on existing LADOTD EDSM requirements for multi-lane highways and access management. The alternatives included divided roadway cross sections with a mixture of roundabouts, partial median openings and full median openings based on EDSM requirements and traffic volumes/patterns. Due to the nature of the alternatives developed, further traffic study is needed to include additional data collection and micro-simulation of the roundabouts, u-turn locations and partial median openings to determine feasibility of each individual alternative.

Design Considerations

The Department of Transportation and Development (DOTD) issues Engineering Directives and Standards Memo's (EDSM's), to set policy and standards for planning, design, and maintenance. In September of 2008, an EDSM No. IV.2.1.4 was issued for the subject of *Multi-lane Roadways and Median Openings*. In this memo, a Multi-Lane Roadway is defined as a roadway having 2 or more thru lanes in at least one direction. The EDSM further states that:

- All multi-lane roadways independent of their roadway classification shall be designed with a median as defined above.

- Full Access Median openings shall be designed only for public roadways that meet MUTCD (Manual of Uniform Traffic Control Devices) Traffic Signal Warrant 1A (100%) and shall be spaced ½ mile from another median opening.

- A waiver on median and median openings may be granted but must be recommended by the District Administrator and approved by the Chief Engineer. Alternatives shown in the Stage 0 Study do not waiver from directives and standards.

The EDSM goes on to detail additional design considerations for median openings, which were used in the planning process of this Stage 0 Study.

Clearly, 5-lane roadway sections are no longer accepted policy for new multi-lane roadways. By following this policy, this design study utilizes the concept of Median U-turn Intersection Treatment (MUTIT) which manages left turns and right turns from US 190. As a result, access to US 190 at un-signalized intersections is by a right turn movement only followed by a median U-turn. More specifically, to traverse across US 190 or to make a left turn onto US 190, the motorist must first make a right turn and then proceed to a U-turn to complete this movement.

Sources of Funding

2008 State surplus funds are paying for this Stage 0, Feasibility Study. Road, Bridge, and Port projects across Louisiana will get $695 million in funding from these Surplus Funds. Presently, there are no funds allocated for this study to move to Stage 1, Environmental. However, other earmark funds may become available to allow this study to become a project and to advance through the planning process. State and local bonds may become available as well.

Project Feasibility

This Stage 0 Study of US 190 assesses and identifies alternative project concepts that address existing and future roadway traffic, safety conditions, and access management strategies from LA 1089 east of Mandeville to US 11 in the City of Slidell. The Louisiana State Legislature has been proactive in pursuing a Stage 0, Feasibility Study for this corridor.

US 190 from LA 1089 to US 11 is a major urban arterial that parallels Interstate 12 and provides support to this interstate system for local traffic. US 190 can be used as a bypass for I-12 if needed in an emergency situation such as a hazardous spill. Improvements to US 190 for capacity and safety is important not only to St. Tammany Parish but to the state as well. Continued growth in the Mandeville to Slidell area will increase traffic from local residents and businesses but will increase commerce traffic as well. This increase in traffic will require improved safety and capacity.

The Regional Planning Commission has been working with DOTD District 62 to develop intersection improvements at La. 434 and U.S. 190 north of Bayou Lacombe. The intersection is noted as an exception in this study because of the advanced stages of State Project No. 013-12-0057.

Considering US 190 and its importance as a major arterial in the area, there is an opportunity for this highway to be used as an alternative route to augment east-west travel. The many access points to I-12 through its interchanges provide the opportunity for a segmented detour route in emergency situations. Therefore, it is clear that safety enhancements and improvements to US 190 as detailed in this report should be considered for advancement to the Stage 1, Environmental Study.

SEGMENT 1

Segment 1 stretches along US 190 from LA 1089 at Fountainebleu State Park to just west of the Community of Lacombe. This section of US 190 is mostly sub-urban and has homes and businesses located along the route. Although traffic counts do not warrant widening for capacity purposes, safety is a concern which could be addressed using a divided highway. The existing right-of-way along US 190 in this area is approximately 80 feet. To provide a standard rural 4-lane section, with a 42 foot median, and open ditches would require significant additional right-of-way. To minimize this need for additional right-of-way, this section of roadway could be divided using a more narrow 22 foot median with one lane in each direction or two lanes in each direction using “loons” to accommodate U-turns (SU design vehicle) and providing signals at higher volume intersections. “Loons” are paved areas adjacent to a U-turn that allows vehicles, primarily trucks, to make a wide turn beyond the roadway section. These U-turns with “loons” would be in accordance with the latest DOTD EDSM for improvements to multilane roadways. It should be noted that if a 22 foot median with one lane in each direction is used, future widening to a 4-lane section when traffic demand is much greater can be accomplished with less disruption.

Roundabouts are a consideration to manage U-turn movements at intersections, as well. A **roundabout** is a type of intersection at which traffic streams circularly around a central island after first yielding to the circulating traffic. In the United States it is usually called a "**modern roundabout**", to emphasize the distinction from the older, larger sort of traffic circle. Roundabouts are statistically safer than both traffic circles and traditional intersections.

The Conceptual Design Alternatives for Segment 1 are as follows:

1-1A Provide a two lane roadway with a 22 foot raised median and an 8 foot shoulder each side with median openings for U-turns.

To reduce required right-of-way in more populated areas, a shoulder section with curb and gutter is recommended.

1-1B Provide a two lane roadway with a 22 foot raised median and an 8 foot shoulder each side with Roundabouts at intersections.

To reduce required right-of-way in more populated areas, a shoulder section with curb and gutter is recommended.

1-2 Provide a four lane roadway with a 22 foot raised median and an 8 foot shoulder each side with median openings for U-turns.

To reduce required right-of-way in more populated areas, a shoulder section with curb and gutter is recommended.

1-3 Provide a standard four lane roadway with a 42 foot depressed median and an 8 foot shoulder each side with median openings for U-turns.

SEGMENT 2

Segment 2 traverses through the Community of Lacombe with many residents and businesses fronting US 190. Widening to four lanes with a divided highway would adversely impact the community by significant right-of-way acquisition and relocation of many businesses and residences. As US 190 deflects and curves through the community, several collector streets intersect with US 190 at undesirable skewed angles. These angles of intersection are undesirable because it is difficult for motorists to negotiate onto US 190 due to poor sight distance. Intersection improvement along US 190 through the Community of Lacombe will greatly improve traffic safety in this section of roadway. The Conceptual Design Alternatives for Segment 2 are as follows:

2-1 ***STA. (390+00 to 420+00)****

Provide a two lane roadway with a 22 foot raised median and an 8 foot shoulder each side with median openings for U-turns.

To reduce required right-of-way, a shoulder section with curb and gutter is recommended.

STA. (420+00 to 470+00)*

Provide a two lane roadway with a 6 foot raised median and an 8 foot shoulder each side with curb and gutter.

Provide a Roundabout at the intersection of US 190 with N. Eighth Street and a Roundabout at the intersection of US 190 with LA 433 (Davis Ave. / Lake Rd.).

* *Stationing is used for referencing only. Actual location of stations may vary. For approximate location of stationing, refer to the aerial layouts contained in the main body of this report.*

2-2 ***STA. (390+00 to 420+00)****

Provide a four lane roadway with a 22 foot raised median and an 8 foot shoulder each side with curb and gutter as needed to minimize relocations.

STA. (420+00 to 430+00)*

Provide a three lane roadway with a two-way left turn lane and 8 foot shoulders with curb and gutter.

Provide a Roundabout at the intersection of US 190 with Davis Ave. / Lake Rd.

STA. (430+00 to 470+00)*

Provide a two lane roadway with a 6 foot raised median and 8 foot shoulders with curb and gutter.

* *Stationing is used for referencing only. Actual location of stations may vary. For approximate location of stationing, refer to the aerial layouts contained in the main body of this report.*

2-3 Provide a three lane roadway with a two-way left turn lane and 8 foot shoulders with curb and gutter.

Provide intersection improvements at N. Eighth Street and LA 433 (Davis Ave. / Lake Rd.).

SEGMENT 3

Segment 3 stretches along US 190 from just east of the Community of Lacombe to LA 433 (Thompson Road). Safety being the major concern in this section of roadway, a divided highway with a raised median would most benefit this area. Subsurface drainage would keep to a minimum the taking of right-of-way for this segment. Potential for future growth is greater here due to the proximity of the City of Slidell. The Conceptual Design Alternatives for Segment 3 are as follows:

3-1A Provide a two lane roadway with a 22 foot raised median and 8 foot shoulders with curb and gutter as needed to minimize relocations.

Utilize designated Median Openings with loons for U-turns.

3-1B Provide a two lane roadway with a 22 foot raised median and 8 foot shoulders with curb and gutter as needed to minimize relocations.

Utilize the Single-Lane Roundabout concept for some of the un-signalized intersections.

3-2 Provide a four lane roadway with a 22 foot raised median and 8 foot shoulders each side.

To reduce required right-of-way, a shoulder section with curb and gutter is recommended.

SEGMENT 4

Segment 4 extends from LA 433 (Thompson Road) to US 11 in Slidell. Right-of-way is restricted along this stretch of highway due to the many businesses located along US 190. This area is very urbanized consisting of

an existing three (3) lane roadway section. Left turns are prevalent and cause delays and inhibit traffic flow. Interim concepts at intersections for the existing three lane section have not shown a benefit. Additional lanes are necessary to improve traffic flow and to increase safety. The Conceptual Design Alternatives for Segment 4 are as follows:

4-1 Provide a four lane roadway with a varied 6 to 22 foot raised median and 8 foot shoulders with curb and gutter.

Utilize Dual-Lane Roundabouts at un-signalized intersections.

Provide channelized median openings with roundabouts. (Magnolia St. to US 11)

4-2 Provide a four lane roadway with a varied 6 to 22 foot raised median, 8 foot shoulders, and curb and gutter.

Provide a realignment of US 190 in the North Shore Mall area.

BRIDGES

There are five (5) bridges located along US 190 between LA 1089 and US 11. These bridges are as follows:

1. Cane Bayou Bridge – A 120 foot long Concrete Tee Beam Bridge built in 1932. This bridge consists of 4 – 30 foot spans with a pile supported substructure.

2. Bayou Lacombe – A 320 foot long Swing Span Bridge built in 1938. This bridge consists of 5 – 38 foot spans and one center span of 130 feet with a pile supported substructure.

3. Big Branch – A 120 foot long Concrete Tee Beam Bridge built in 1932. This bridge consists of 4 – 30 foot spans with a pile supported substructure.

4. Bayou Liberty – A 150 foot Concrete Tee Beam Bridge built in 1933. This bridge consists of 5 – 30 foot spans with a pile supported substructure.

5. Bayou Bonfouca – A 180 foot Concrete Tee Beam Bridge built in 1933. This bridge consists of 6 – 30 foot spans with a pile supported substructure.

All of these existing bridges have a 24 foot roadway with no useable shoulder. A concrete railing is adjacent to the roadway and the opposing traffic is separated by a double yellow line only. This lack of desirable horizontal clearance from opposing traffic and from the outside barrier rail greatly influences the comfort and safety of driving. Restricted horizontal clearance also affects highway level of service. Narrow clearance forces drivers to operate their vehicles closer to each other laterally than they would normally desire, resulting in excessive breaking and slower movement.

It is recommended in this report that all bridges be widened or replaced to allow for a full 8 foot shoulder and median separation. In most areas of this study, twin bridges would be more economical than one with a large median of 22 feet or greater.

Preliminary Environmental Evaluation of the US 190 Corridor from LA 1089 to US 11

The Environmental Checklist along with documentation is included in the Environmental Section of this report. This evaluation was performed using various websites and making several site visits. Although described in detail as part of the Environmental Section, some environmental items should be acknowledged as part of this executive summary.

North of US 190 along Cane Bayou is the St. Tammany State Wildlife Refuge. This Refuge does not front US 190 and is upstream along Cane Bayou. Improvements to US 190 should have no direct impact to the Refuge.

Cane Bayou and Bayou Lacombe are listed as Scenic Rivers under the Louisiana Scenic Rivers Act. No improvements would require excavation of these bayous.

Fontainebleau State Park and Lacombe Middle School are listed as Louisiana Historic Sites. Neither of these sites would be impacted by improvements to US 190 as identified in this Report.

Superfund is the common name for the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), a United States law designed to clean up sites contaminated with hazardous substances. There are three (3) Superfund Sites located near this corridor study area that are listed on the Louisiana Site Status Summaries, Region 6, US EPA. However, none of these sites is located directly on the US 190 Corridor Study Area. These sites are as follows:

1. Bayou Bonfouca, EPA ID # LAD980745632
2. Madisonville Creosote Works, ID # LAD981522998
3. Southern Shipbuilding Louisiana, ID # LAD008148015

There are several water wells used for public consumption and private use along this corridor. These are listed and registered with the LA DOTD.

It is not expected that any of these Environmental Items would be a "show stopper" for improvements to US 190. These Environmental Items are listed with documentation in the Environmental Section of this report.

All of the Conceptual Design Alternatives listed in this report interact with these environmental items equally.

Preliminary Cost Estimates

Preliminary costs were established using LA DOTD Transport Items and the latest bid tabulations provided on the DOTD website. These costs are separated into the various alternates for each of the four (4) segments studied. Although these costs reflect estimates for each segment, it is important to note that these alternates can be combined in many varied

combinations. Whether to construct a combination of these concepts or to construct only one will be determined later should this study move to the next stages of the Highway Project Delivery Process. Real Estate values were developed from current listings for typical commercial, residential, and vacant properties in the study area. The Estimates of Probable Cost for the Segments and the proposed Alternates are as follows:

SEGMENT 1 ESTIMATED PROJECT COSTS

1 **SEGMENT 1 - ALTERNATE 1A, OPTION 1**
TWO LANE ROADWAY, 22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH

Construction	$	16,783,000
Relocation & Impact	$	5,585,000
Utility Relocations	$	672,000
Engineering	$	1,678,000
Geotechnical	$	336,000
Environmental	$	504,000
Total	$	25,558,000

2 **SEGMENT 1 - ALTERNATE 1A, OPTION 2**
TWO LANE ROADWAY, 22 FT. MEDIAN, 8-FT. SHOULDERS, PROVISIONAL OUTSIDE CURB

Construction	$	17,604,000
Relocation & Impact	$	3,325,000
Utility Relocations	$	704,000
Engineering	$	1,760,000
Geotechnical	$	352,000
Environmental	$	528,000
Total	$	24,273,000

SEGMENT 1 - ALTERNATE 1B, OPTION 1
TWO LANE ROADWAY WITH ROUNDABOUTS, 22-FT. MEDIAN, 8-FT. SHOULDERS, OPEN DITCH

Construction	$	18,039,000
Relocation & Impact	$	5,520,000
Utility Relocations	$	722,000
Engineering	$	1,804,000
Geotechnical	$	361,000
Environmental	$	541,000
Total	$	26,987,000

4 **SEGMENT 1 - ALTERNATE 1B, OPTION 2**
TWO LANE ROADWAY W/ ROUNDABOUTS, 22 FT MEDIAN, 8 FT SHLDRS, PROVISIONAL OUTSIDE CURB

Construction	$	18,816,000
Relocation & Impact	$	3,260,000
Utility Relocations	$	753,000
Engineering	$	1,882,000
Geotechnical	$	376,000
Environmental	$	564,000
Total	$	25,651,000

5 **SEGMENT 1 - ALTERNATE 2, OPTION 1**

FOUR LANE ROADWAY, 22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH

Construction	$	24,489,000
Relocation & Impact	$	8,485,000
Utility Relocations	$	980,000
Engineering	$	2,449,000
Geotechnical	$	490,000
Environmental	$	735,000
Total	$	37,627,000

6 **SEGMENT 1 - ALTERNATE 2, OPTION 2**

FOUR LANE ROADWAY, 22 FT MEDIAN, 8 FT SHOULDERS, PROVISIONAL OUTSIDE CURB

Construction	$	33,155,000
Relocation & Impact	$	2,220,000
Utility Relocations	$	1,326,000
Engineering	$	3,316,000
Geotechnical	$	663,000
Environmental	$	995,000
Total	$	41,675,000

7 **SEGMENT 1 - ALTERNATE 3**

FOUR LANE ROADWAY, 42 FT DEPRESSED MEDIAN, 8 FT SHOULDERS, OPEN DITCH

Construction	$	23,883,000
Relocation & Impact	$	11,795,000
Utility Relocations	$	955,000
Engineering	$	2,388,000
Geotechnical	$	478,000
Environmental	$	716,000
Total	$	40,215,000

SEGMENT 2 ESTIMATED PROJECT COSTS

8 **SEGMENT 2 - ALTERNATE 1, OPTION 1**
TWO LANE ROADWAY W/ROUNDABOUTS, 6-FT. TO 22-FT. MEDIAN, 8-FT. SHOULDERS, OPEN DITCH

Construction	$	9,241,000
Relocation & Impact	$	1,330,000
Utility Relocations	$	370,000
Engineering	$	924,000
Geotechnical	$	185,000
Environmental	$	277,000
Total	$	12,327,000

9 **SEGMENT 2 - ALTERNATE 1, OPTION 2**
TWO LANE ROADWAY W/ROUNDABOUTS, 6'-22' MEDIAN, 8-FT. SHLDRS, PROVISIONAL OUTSIDE CURB

Construction	$	9,132,000
Relocation & Impact	$	530,000
Utility Relocations	$	365,000
Engineering	$	913,000
Geotechnical	$	183,000
Environmental	$	274,000
Total	$	11,397,000

11 **SEGMENT 2 - ALTERNATE 2**
FOUR TO THREE LANE, ONE ROUNDABOUT, 6'- 22' MEDIAN, 8-FT. SHLDRS, OPEN DITCH

Construction	$	9,420,000
Relocation & Impact	$	660,000
Utility Relocations	$	377,000
Engineering	$	942,000
Geotechnical	$	188,000
Environmental	$	283,000
Total	$	11,870,000

12 **SEGMENT 2 ALTERNATE 3**

THREE LANE ROADWAY, TWLTL, 8-FT. SHOULDERS, CURB & GUTTER

Construction	$	8,964,000
Relocation & Impact	$	660,000
Utility Relocations	$	359,000
Engineering	$	896,000
Geotechnical	$	179,000
Environmental	$	269,000
Total	$	11,327,000

SEGMENT 3 ESTIMATED PROJECT COSTS

13 **SEGMENT 3 - ALTERNATE 1A**

TWO LANE ROADWAY. 22-FT. MEDIAN, 8-FT. SHOULDERS, OPEN DITCH

Construction	$	19,073,000
Relocation & Impact	$	3,585,000
Utility Relocations	$	763,000
Engineering	$	1,907,000
Geotechnical	$	381,000
Environmental	$	572,000
Total	$	26,282,000

16 **SEGMENT 3 - ALTERNATE 1B**

TWO LANE ROADWAY, ROUNDABOUTS, 22-FT. MEDIAN, 8-FT. SHOULDERS, OPEN DITCH

Construction	$	20,682,000
Relocation & Impact	$	1,365,000
Utility Relocations	$	827,000
Engineering	$	2,068,000
Geotechnical	$	414,000
Environmental	$	620,000
Total	$	25,976,000

17 **SEGMENT 3 - ALTERNATE 2, OPTION 1**

FOUR LANE ROADWAY, 22-FT. MEDIAN, 8-FT. SHOULDERS, OPEN DITCH

Construction	$	26,716,000
Relocation & Impact	$	10,215,000
Utility Relocations	$	1,069,000
Engineering	$	2,672,000
Geotechnical	$	535,000
Environmental	$	801,000
Total	$	42,008,000

18 **SEGMENT 3 - ALTERNATE 2, OPTION 2**

FOUR LANE ROADWAY, 22-FT. MEDIAN, 8-FT. SHOULDERS, PROVISIONAL OUTSIDE CURB

Construction	$	28,915,000
Relocation & Impact	$	3,205,000
Utility Relocations	$	1,157,000
Engineering	$	2,892,000
Geotechnical	$	578,000
Environmental	$	867,000
Total	$	37,614,000

SEGMENT 4 ESTIMATED PROJECT COSTS

19 **SEGMENT 4 - ALTERNATE 1**

FOUR LANE ROADWAY, 6' - 22' MEDIAN, 8-FT. SHOULDERS, CURB AND GUTTER

Construction	$	22,380,000
Relocation & Impact	$	2,900,000
Utility Relocations	$	895,000
Engineering	$	2,238,000
Geotechnical	$	448,000
Environmental	$	671,000
Total	$	29,532,000

20 **SEGMENT 4 - ALTERNATE 2**
FOUR LANE ROADWAY REALIGNMENT, 6' - 22' MEDIAN, 8-FT. SHOULDERS, CURB AND GUTTER

Construction	$	22,419,000
Relocation & Impact	$	4,720,000
Utility Relocations	$	897,000
Engineering	$	2,242,000
Geotechnical	$	448,000
Environmental	$	673,000
Total	$	31,399,000

As stated previously, each of the alternates can become a “stand alone” project or combined with others. Because of these various combinations of possible projects, we have not attempted to presume a preferred or desired combination of projects for this report.

Chapter 1 Purpose and Need

1.1 Purpose

The purpose of this study is to assess and identify alternative project concepts that will address existing and future roadway traffic, safety conditions, and access management strategies along US 190 at a point near LA 1089 east of Mandeville to US 11 in the City of Slidell. The Louisiana State Legislature has been proactive in pursuing a Stage 0, Feasibility Study for this corridor.

1.2 Need/Reason

On September 17, 2009 a Pre-Initiation Meeting was held at the St. Tammany Parish Council Chambers in Mandeville, with local officials attending. This meeting was to allow local officials to express their concerns and ideas for improvements to the US 190 corridor. On December 16, 2009 a Public Initiation Meeting was held at the Lacombe Community Center to allow the general public to offer their views and concerns regarding this corridor. As a result of these two meetings, it became clear that traffic congestion in the Slidell area was a concern with left turns being difficult to make. Bridges throughout the project are narrow with no useable shoulder. Flooding is an issue near one of the bridges located on US 190 between Dogwood Drive and Anchorage Drive located in the Lacombe area. The roadway section from Mandeville to Lacombe is dangerous as is inherent with rural two lane sections. The general consensus was to install left turn lanes and signals where necessary and to widen the bridges. Five lane sections were desirable by many attending the Public Meeting.

Since the initial meetings, traffic counts have been acquired, environmental information has been gathered, and field visits have been made. Traffic data does not warrant a multilane roadway section from LA 1089 near Mandeville east to the Community of Lacombe. However, existing and projected traffic data do warrant a multilane roadway section from LA 433, just east of Lacombe, to US 11 in Slidell. Although safety concerns would be improved with a divided highway in the area from LA 1089 to Lacombe, additional right-of-way would be required to widen the existing roadway to four lanes with a median.

Two intersections located in Lacombe have undesirable sight distance and skewed angles of intersection with US 190. Traffic signals are not necessary for capacity; however improvements to the intersections are necessary for obvious safety reasons. Roundabout type intersections work well for enhancing traffic flow and safety at intersections with acute skew angles.

US 190 from LA 1089 to US 11 is a major urban arterial that parallels Interstate 12 and provides support to this interstate system for local traffic. US 190 can be used as a bypass for I-12 if needed in an emergency situation such as a hazardous spill.

Improvements to US 190 along this corridor are needed to improve safety and to improve traffic flow. There are five (5) bridges located along this corridor that are narrow with no shoulder and aging. All five of these bridges were constructed prior to 1940. Bridge replacement with a bridge wide enough to accommodate 12 foot travel lanes and a shoulder offset for driving comfort that can also be used for refuge by stranded motorists is needed and recommended.

Chapter 2 Technical Issues

Access Management - The design and management of roadways may require access control to preserve traffic function. Property access is most compatible with local and collector roadways. By separating conflict areas, driving tasks are simplified which contribute to improved operation and safety. Constructing a median for traffic separation and widening bridges are improvements that significantly increase highway safety. Non-traversable medians that control left turns can effectively improve roadway safety.

Median Openings are to provide for the safety of the total transportation system. The use and locations of openings should not compromise roadway safety. However, other impacts of median openings that are significant are circulation to neighborhoods, access to businesses, and community impacts. Typical median openings, defined by geometry and degree of access, can be classified as conventional or directional and located mid-block for U-turns or at intersections for access to the street network. Providing median openings for U-turns between intersections will reduce the number of turning maneuvers at the intersection. Turn lanes at median openings allow deceleration and storage out of the through lane while waiting an opportunity to make a turn. The Department of Transportation and Development addresses the planning, design, maintenance and operation of medians on multi-lane roadways in Engineering Directives and Standards (EDSM No. IV.2.1.4).

Right-of-Way - The acquisition of adequate right-of-way without disruption to the existing community by displacement of businesses and residences is strongly considered when implementing roadway sections with medians. Safe roadside techniques could allow the use of a minimal right-of-way width for the implementation of a median. Keeping motorists on the roadway, away from roadside hazards and providing an adequate recovery zone is a major concern when considering the reduction of right-of-way that would minimize acquisition and relocations.

Conceptual Strategy – Development of a safe and efficient roadway environment through effective access management strategy with minimal adverse impacts to the community and the natural resources of the project area.

Chapter 3 Alternatives Study

3.1 Existing Facility

The existing project facility is a 16.2 mile corridor of U.S. Highway 190 that extends eastward from Fontainebleau State Park, east of Mandeville, to U.S. Highway 11 in Slidell. Known as the Ronald Reagan Highway (Gause Boulevard west near Slidell) , it is a two lane facility with median treatment that varies from two lanes with shoulders and no median to two lanes with shoulders and a two-way left turn lane. Occasionally, intersections along the route may have left turn lanes. The U.S. 190 corridor essentially runs parallel and south of Interstate 12, near the north shore of Lake Pontchartrain from Mandeville, through Lacombe, to Slidell. Near the western end of the project corridor, roads with interchanges that connect I-12 to U.S. 190 include La 1088 and La 59. From near Lacombe, La. 434 is the connecting road between U.S. 190 and an interchange at I-12. On the western edge of Slidell, Northshore Boulevard, lined with retail centers, is the connection from U.S. 190 to an interchange at I-12. The eastern end of the project ties into U.S. 11, a north-south route that parallels to the west of I-10 East, thus continuing along U.S. 190 beyond the project limits would be an interchange with I-10. North along U.S. 11 is an interchange with I-59 and the I-12 split.

Lakefront access from U.S. 190 is achieved from Fontainebleau State Park, La 434 in Lacombe, La 433 near Slidell and U.S. 11. Two local street connections in Slidell, Carroll Street and Thompson Street form a circulation grid with Bayou Liberty Road to the south near the lakefront.

Due to the considerable study length of the project, varying traffic volumes through the corridor, and changing land use types, the study could best be performed with the project segmented into four fairly distinct lengths. The project segments are identified as follows:

Segment 1 (La 1089 to Lacombe) begins at La 1089 (Fontainebleau State Park) and extends 5.7 miles to Lacombe. The existing facility is a two-lane roadway with shoulders and no median. The posted speed limit is 55 mph. Approximately 12,000 vehicles use the corridor each day. Notable establishments along the route include Fontainebleau State Park, Southeastern Louisiana Hospital, and a high school. There is a bridge without shoulders over Cane Bayou.

Segment 2 (Lacombe) is a 1.1 mile segment through Lacombe beginning near N. Street and continuing across the Bayou Lacombe bridge. North of Bayou Lacombe, the intersection with La 433 and U.S. 190 is an exception to the study and being designed by others. La 433 is the connector with Interstate 12. The existing U.S. 190 facility is a two-lane roadway with shoulders and no median. The posted speed limit is 45 mph. U.S. 190 though Lacombe is typically small retail, such as the Bayou Gas station, a pharmacy and a bank. There are decorous nice residential homes on the corridor and in the community.

Segment 3 (Lacombe to La 433 Thompson Road) is a 5.8 mile segment between Lacombe and Slidell. The existing facility is a two-lane roadway with shoulders and no median. The posted speed is 55mph. The U.S. 190 corridor between Lacombe and Slidell is typically scattered with small rural establishments. The corridor services Oaklawn, La., a small residential community located along the eastern bank of Bayou Lacombe.

Segment 4 (Slidell) is a 3.4 mile segment in Slidell from La 433 Thompson Road and U.S. 11. The existing facility is a two-lane roadway with shoulders from La 433 to the Northshore Shopping Center. Left turn lanes have been provided for most intersections in this area. A two-way-left turn lane extends from the Northshore Shopping Center to U.S. 11. The posted speed limit is 45 mph. There is commercial development, strip malls, businesses, and occasional residences along the route. The corridor services the large residential communities of western Slidell. There are large retail developments near the intersection with U.S. 11. Bridges along the corridor are without shoulders.

3.2 Project Goals

The goals and objectives of the project include the following:

1. To develop a corridor plan that will improve operations and contribute to a reduction of traffic congestion in the area.
2. To minimize the need for additional right of way acquisition and business displacements.

3. To provide safe and efficient access to and from streets and driveways that serve residences and businesses along the corridor.
4. To avoid or minimize impacts to the human and/or natural environment.

Access management is to ensure that traffic flows more smoothly. A significant consideration for improvements in this project area is median treatment which is an important means of reducing accidents and delays on urban arterial highways. Raised medians are an effective access management strategy on urban routes. Common median treatments include the raised median divider with a left-turn deceleration lane, the median barrier with no direct left-turn access, and the alternating left-turn lane and median U-turn. The selection of median treatment for an arterial highway is based on geometric and operational conditions.

3.3 Design Criteria

The purpose of design criteria is to provide a guide for concepts that adhere to standards and judgments with consistent philosophy. Guidance for application of standards and exceptions are considerations that tailor projects for the specific circumstances in the context of safety and efficiency. The application of these standards should exceed the minimum requirements and reach the desirable to the extent feasible, accounting for life costs, traffic safety benefits, and impacts to right of way, socio-economic conditions and the natural environment. The uniform practice of implementing design elements is inherent to these accounts. Any deviation from these standards requires the approval of appropriate authorities.

DESIGN CRITERIA

Class of Roadway – UA- 2 (Urban Arterial)

Design Speed	45 mph
Level of Service	C
Number of Lanes	4 (typical), 2 (minimum)
Width of Travel Lanes	12 ft
Shoulders	
Inside Width	N/A
Outside Width	8 ft
Shoulder Type	Paved
Width of Median	
Raised	6 – 30 ft
Width of Sidewalk	6 ft (where applicable)
Fore slope (V:H)	1:3 (minimum), 1:4 (design)
Back slope (V:H)	1:3
Pavement Lane Cross-slope	2.5%
Stopping Sight Distance	360 ft
Maximum Super elevation	4%
Minimum Radius	
Normal Crown	1000 ft (normal crown)
Maximum Grade	6.0%
Minimum Clearance	
Vertical	16 ft
Horizontal	6 ft (min) – 22 ft (des) (from back of curb) 24 ft (from edge of travel lane)
Right-of-way	Existing Varies when required
Bridge Design	AASHTO

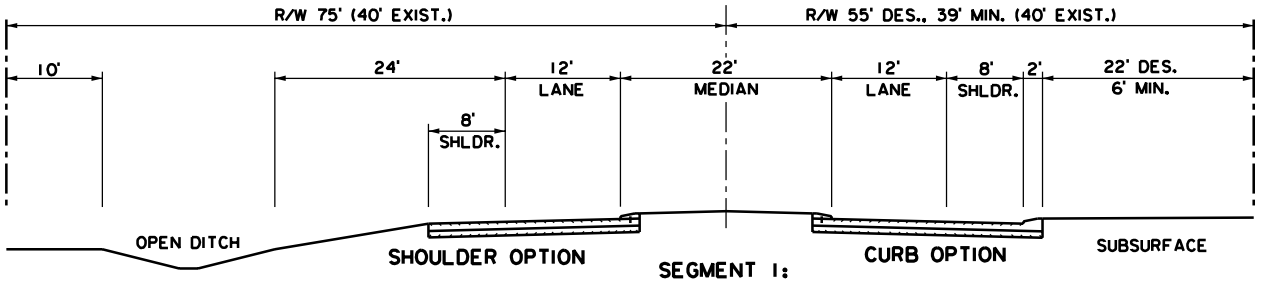
Table 3-1 Design Criteria UA -2 (Urban Arterial)

DESIGN CRITERIA

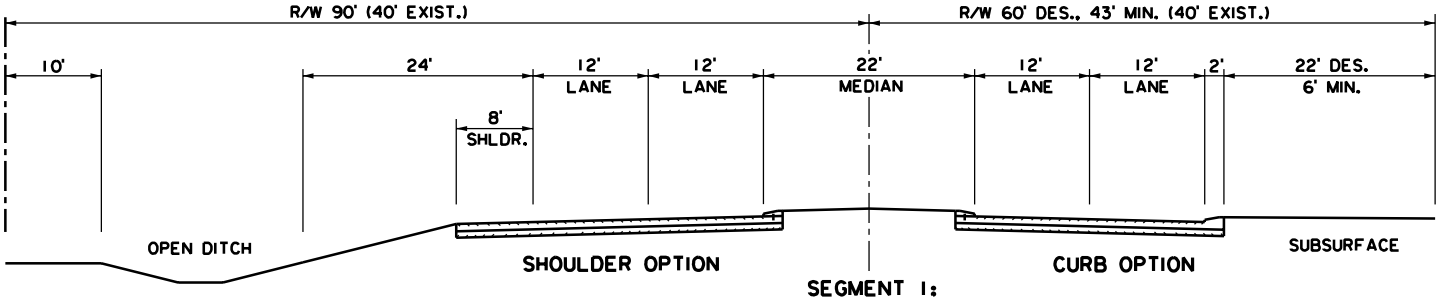
Class of Roadway – SA- 1 (Suburban Arterial)

Design Speed	50 mph
Level of Service	C
Number of Lanes	4 (typical), 2 (minimum)
Width of Travel Lanes	12 ft
Shoulders	
Inside Width	4 ft (minimum)
Outside Width	8 ft
Shoulder Type	Paved
Width of Median	
Depressed	30 – 42 ft
Fore slope (V:H)	1:4 to 1:6
Back slope (V:H)	1:3
Pavement Lane Cross-slope	2.5%
Stopping Sight Distance	425 ft
Maximum Super elevation	4%
Minimum Radius	
Normal Crown	16,700 ft (normal crown)
Maximum Grade	4.0%
Minimum Clearance	
Vertical	16 ft
Horizontal	10 ft (1:6) – 18 ft (1:4) (from back of curb) 20 – 28 ft (from edge of travel lane)
Right-of-way	Existing Varies when required
Bridge Design	AASHTO

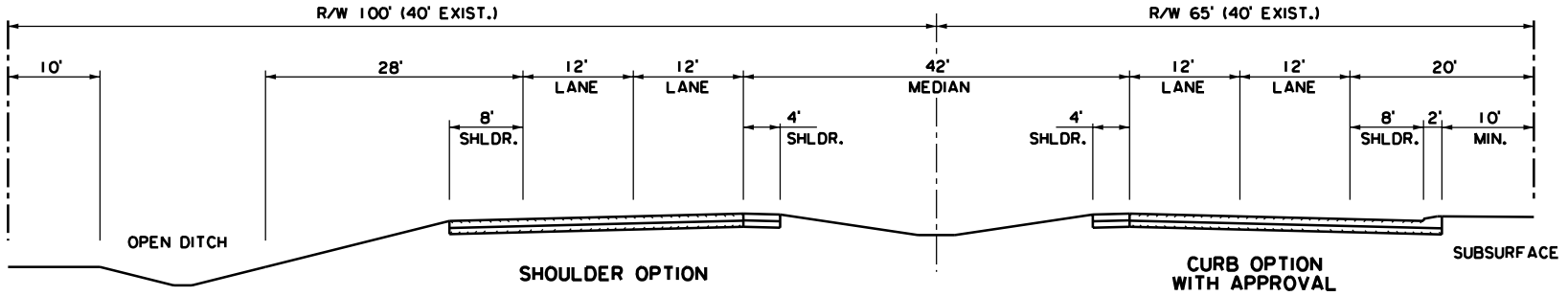
Table 3-2 Design Criteria SA-1 (Suburban) Arterial



SEGMENT 1:
LA 1089 (FONTAINEBLEAU STATE PARK) TO LACOMBE
ALTS. 1A & 1B
SEGMENT 2:
LACOMBE
ALT. 1 (STA. 390+00 TO 420+00)
SCALE 1"=20'



SEGMENT 1:
LA 1089 (FONTAINEBLEAU STATE PARK) TO LACOMBE ALT. 2
FOUR-LANE UA-2
SEGMENT 2:
LACOMBE
ALT. 2 (STA. 390+00 TO 420+00)
SCALE 1"=20'



SEGMENT 1:
LA 1089 (FONTAINEBLEAU STATE PARK) TO LACOMBE ALT. 3
FOUR-LANE SA-1
SCALE 1"=20'

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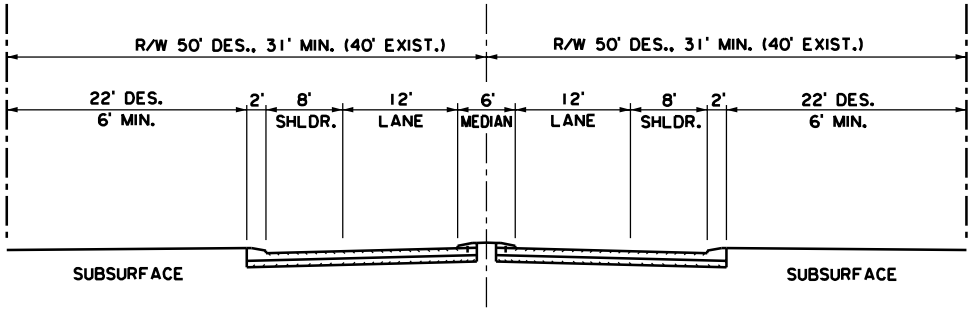
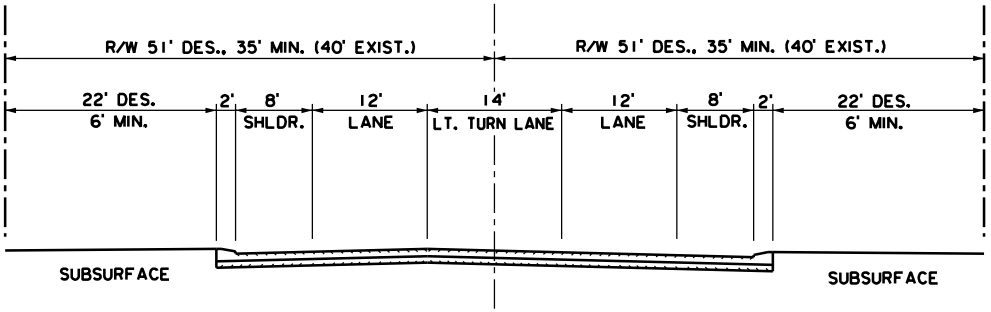
TYPICAL SECTIONS

FIGURE 3-1

STAGE 0 FEASIBILITY STUDY
WIDEN US 190
FROM LA 1089 TO US 11
ST. TAMMANY PARISH, LA



SEGMENT 2:
LACOMBE
ALT. 1 (STA. 420+00 TO 470+00)
ALT. 2 (STA. 430+00 TO 470+00)
SCALE 1"=20'



SEGMENT 2:
LACOMBE
ALT. 2 (STA. 420+00 TO 430+00)
ALT. 3 (STA. 390+00 TO 470+00)
SCALE 1"=20'

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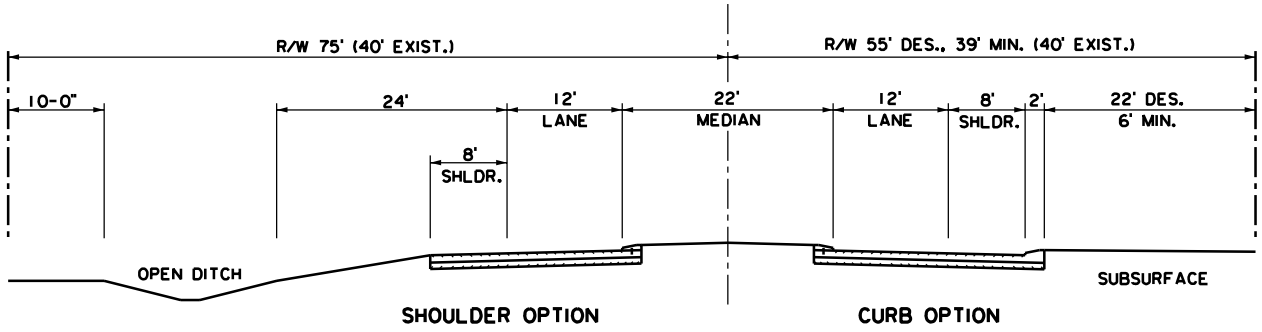
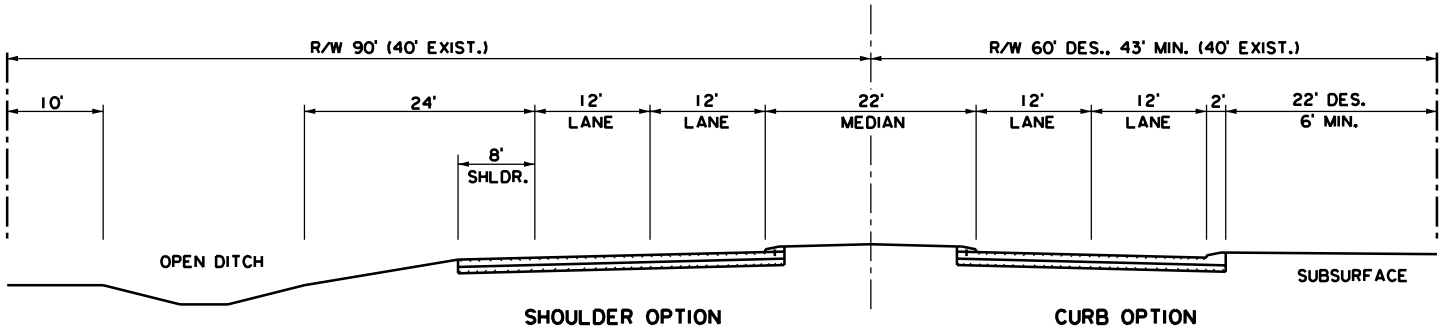
TYPICAL SECTIONS

FIGURE 3-2

STAGE 0 FEASIBILITY STUDY
WIDEN US 190
FROM LA 1089 TO US 11
ST. TAMMANY PARISH, LA



SEGMENT 3:
LACOMBE TO LA 433 ALTS. 1A & 1B
SCALE 1"=20'



SEGMENT 3:
LACOMBE TO LA 433 ALT. 2
SCALE 1"=20'

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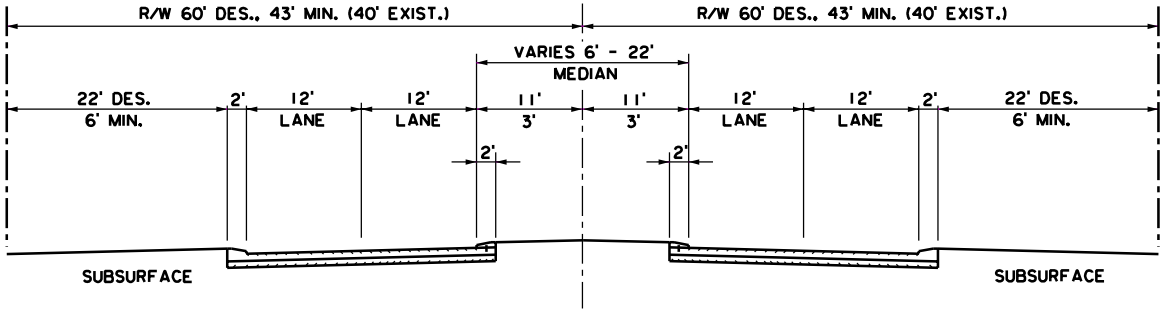
TYPICAL SECTIONS

FIGURE 3-3

STAGE 0 FEASIBILITY STUDY
WIDEN US 190
FROM LA 1089 TO US 11
ST. TAMMANY PARISH, LA



SEGMENT 4:
SLIDELL
LA 433 TO US 11 ALTS. 1,2, & 2A

SCALE 1"=20'

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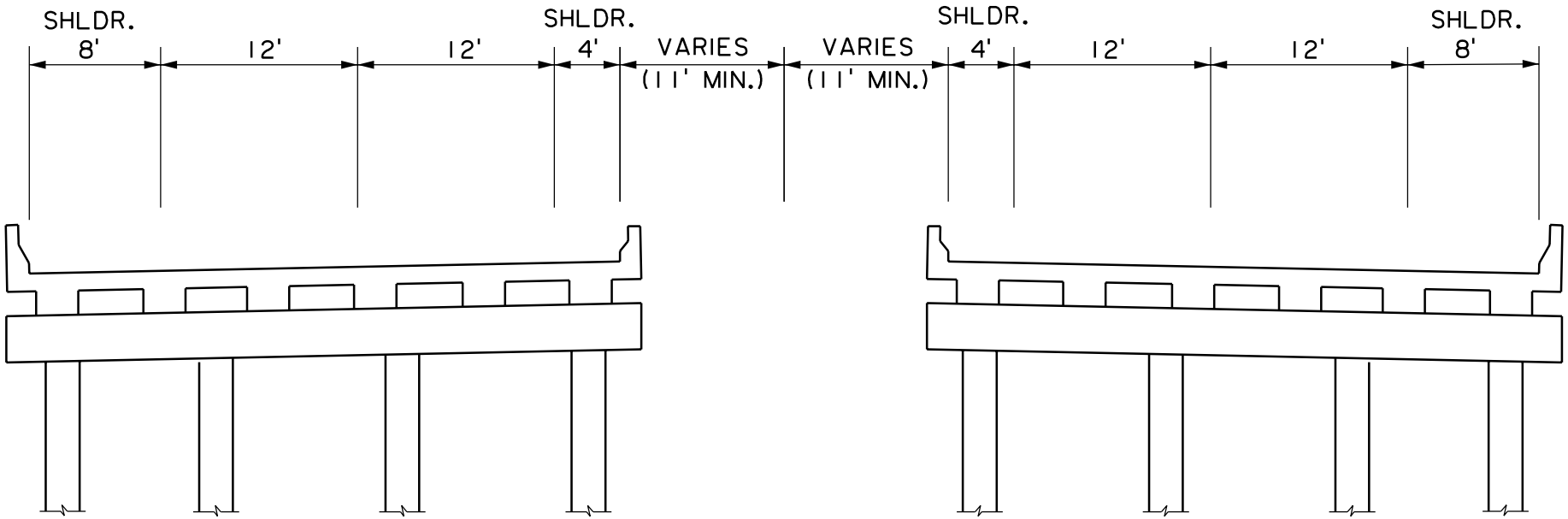
TYPICAL SECTIONS

FIGURE 3-4

STAGE 0 FEASIBILITY STUDY

WIDEN US 190
FROM LA 1089 TO US 11
ST. TAMMANY PARISH, LA



TYPICAL QUAD BEAM
BRIDGE SECTION

N.T.S.

S.P. NO. 700-52-0191

SHREAD-KUYRKENDALL & ASSOC., INC.
URBAN SYSTEMS, INC.

TYPICAL BRIDGE SECTION

FIGURE 3-5

STAGE 0 FEASIBILITY STUDY

WIDEN US 190
FROM LA 1089 TO US 11
ST. TAMMANY PARISH, LA

3.4 Alternative Studies

The corridor improvement project limits of the existing U.S. 190 corridor extend approximately 16.2 miles from Fontainebleau State Park near Mandeville to U.S. 11 in Slidell. The corridor study is to incorporate successful access management strategies intended to increase capacities and reduce crashes. Urban Arterial design guidelines are used to develop design strategies to establish and evaluate alternative scenarios. Safety is improved when the roadway cross section includes a median. Medians have a direct effect with traffic calming while enhancing safety and capacity needs. Median openings are a consideration for cross road volume and access to fronting businesses and residences. As the number of median openings along a roadway increase, the interference between through traffic and turning traffic increases. To reduce the conflicts between turning traffic and through traffic, turn bays can be provided at median openings. Proposed median treatment is the central consideration in the development of alternative improvement to the U.S. 190 travel way.

Alternate designs have been developed for the four primary design segments along the route. The parameters used to identify primary design segments may include traffic volumes, roadway intersections, right of way restrictions, and land use type. The project alternates outlined in this report are summarized as:

Segment 1: Alternates 1A, 1B, 2 & 3 (labeled as 1-1A, 1-1B, 1-2, and 1-3)
Segment 2: Alternates 1, 2, & 3 (labeled as 2-1, 2-2, and 2-3)
Segment 3: Alternates 1A, 1B, & 2 (labeled as 3-1A, 3-1B, and 3-2)
Segment 4: Alternates 1 & 2 (labeled as 4-1 and 4-2)

SEGMENT 1: La. 1089 (Fontainebleau State Park to Lacombe)

Segment 1 alternatives were developed as a highway safety concept that separates opposing traffic with a median. Safety benefits of urban medians may justify median treatment for roadways destined to become urbanized. The median also controls left turn movements across oncoming traffic by reducing and isolating potential conflict points to median openings at intersections. Downstream U-turns may eliminate some of the movements through an intersection. Each alternative was evaluated for median width and each intersection in Segment 1 was evaluated for the need and type of median opening. Each alternative in Segment 1 was evaluated to minimize

the need for additional right of way acquisition and business displacements. The existing right of way is approximately eighty feet in width.

ALTERNATE 1-1A: Two-lane Roadway with a 22-ft. median and outside shoulders

Alternate 1-1A incorporates a 22-ft. raised median to separate opposing traffic. Left turn movements across oncoming traffic are only allowed at intersection median openings. Each intersection was evaluated for the need and type of median opening. Deceleration and storage lanes for left turning vehicles are provided at each controlled left turn location. U-turn movements within the intersection are undesirable and U-turn openings with separate deceleration and storage lanes are provided prior to each intersection that was designated a median openings. At each site, U-turning vehicles are provided with a loon or pavement widening to accommodate tracking. Provisions for U-turn movements are located within each half-mile along the corridor.

A typical right-of-way with for this alternative section is 150-ft. (75-ft. each side) which would require approximately 35-ft. of additional right-of-way on each side of the road. This additional width is to provide for an open ditch that would parallel each side of the road. Provisions such as shoulder curbing with subsurface drainage would reduce the additional right-of-way width on the provisional side to approximately eight additional feet with a desired horizontal clearance or to within the existing right-of-way with a minimum horizontal clearance. Additional right-of-way may be required at loon locations.

The conceptual strategy for developing this alternative is to provide a 22-ft. median section to manage and protect intersection movements and land access while utilizing existing right of way or minimal additional right of way requirements. There are six notable intersections along the route that are designated with median openings, none of which are presently signalized. The existing or future street intersections that do not warrant median openings would provide right-in/right-out service. The names of intersecting streets in Segment 1 with alternative concepts in Alternate 1-1A include:

Group Camp Road/Pelican Boulevard – A realignment of Group Camp Road so that there is a common crossing with Pelican Boulevard provides for simultaneous left turns at the intersection. Otherwise the spacing of the T-intersecting road is not an adequate length to support sufficient left turn lanes separately for each intersection. Existing Group Camp Road with right-in/right-out service. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

School Driveway – A full median opening at the T-intersection provides for a northbound left turn lane into the school complex and an eastbound left turn lane from the school complex. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Blackwell Drive – A full median opening at the T-intersection provides for northbound and eastbound left turn movements with left turn bays. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Raymond Drive – A controlled median opening at the T-intersection provides the side street traffic with only eastbound left turn out and northbound right-in movements. Left turn movements from U.S. 190 to Raymond Drive are not allowed. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Joseph Pugh Road – A full median opening at the T-intersection provides for northbound and eastbound left turn movements with left turn bays. U-turn openings with turn bays are provided in each direction prior to the intersection.

Pontchartrain Road – A full median opening at the cross street provides for intersection movements in all directions. A right turn lane is provided for vehicles turning northbound onto the cross road. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

ALTERNATE 1-1B: Two-lane Roadway with 22-ft. median and outside

Alternate 1-1B incorporates a 22-ft. raised median to separate opposing traffic. Left turn and U-turn movements allowed at warranted intersection locations. Each intersection was evaluated for a free flow, yield upon entry, roundabout that would allow intersection movements in each direction as

well as U-turn movements. Provisions for U-turn movements are located within each half-mile along the corridor.

A typical right-of-way with for this alternative section is 75-ft. which would require approximately 35-ft. of additional right-of-way on each side of the road. This additional width is to provide for an open ditch that would parallel each side of the road. Provisions such as shoulder curbing with subsurface drainage would reduce the additional right-of-way width on the provisional side to approximately eight additional feet with a desired horizontal clearance or to within the existing right-of-way with a minimum horizontal clearance. Additional right-of-way may be required at warranted intersections to accommodate the roundabout.

The conceptual strategy for developing this alternative is to provide a 22-ft. median section to manage and protect intersection movements and land access while utilizing existing right of way or minimal additional right of way requirements. There are six notable intersections along the route that are designated for roundabouts as an intersection alternative. The existing or future street intersections that do not warrant median openings would provide right-in/right-out service. The names of intersecting streets in Segment 1 with alternative intersection concepts in Alternate 1-1B include:

Pelican Boulevard – A single lane, three legged, 180-ft. diameter roundabout located at U.S. 190 and Pelican Boulevard provides for a free flow yield upon entry intersection. The U.S. 190 intersection at Group Camp Road would be a right-in/right-out intersection with U-turn capabilities provided beyond the intersection at the roundabout and a U-turn opening with a turn bay and loons. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

School Driveway – A single lane, three legged, 180-ft. diameter roundabout located at U.S. 190 and School Driveway provides for a free flow yield upon entry intersection. Bypass lanes are provided at the roundabout to accommodate right turns in and right turns out of the school facility. A school bus is a special design vehicle for the roundabout for typical turning movements. The truck apron located at the interior radius of the roundabout may supplement off-tracking as necessary. The roundabout provides for U-turns at the intersection. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Blackwell Drive – A single lane, three legged, 180-ft. diameter roundabout located at U.S. 190 and Blackwell Drive provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Raymond Drive – A single lane, three legged, 180-ft. diameter roundabout located at U.S. 190 and Raymond Drive provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Joseph Pugh Road – A single lane, three legged, 120-ft. diameter roundabout located at U.S. 190 and Joseph Pugh Drive provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal impact apparent to existing structures.

Pontchartrain Road –. A single lane, three legged, 150-ft. diameter roundabout located at U.S. 190 and Pontchartrain Drive provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

ALTERNATE 1-2: Four-lane Roadway with 22-ft. median and outside shoulders

Alternate 1-2 incorporates a 22-ft. raised median to separate opposing traffic. A second travel lane is added in each direction for a total of four lanes. Each intersection was evaluated for the need and type of median opening. Deceleration and storage lanes for left turning vehicles are provided at each controlled left turn location. U-turn movements within the intersection are undesirable therefore U-turn openings with separate deceleration and storage lanes are provided prior to each intersection that was designated to have a median opening. At each site, U-turning vehicles are provided with a loon or pavement widening to accommodate off-

tracking. Provisions for U-turn movements are located within each half-mile along the corridor.

A typical right-of-way width for this alternative section is 180-ft. (90-ft. each side) which would require approximately 50-ft. of additional right-of-way on each side of the road. This additional width is to provide for an open ditch that would parallel each side of the road. Provisions such as shoulder curbing with subsurface drainage would reduce the additional right-of-way width on the provisional side to a desired horizontal clearance of approximately 52-ft, twelve of which is additional, or to a minimum horizontal clearance of 43-ft, three of which is additional. Additional right-of-way may be required at loon locations.

The conceptual strategy for developing this alternative is to provide a 22-ft. median section to manage and protect intersection movements and land access while utilizing existing right of way or minimal additional right of way requirements. There are six notable intersections along the route that are designated with median openings, none of which are presently signalized. The existing or future street intersections that do not warrant median openings would provide right-in/right-out service. The names of intersecting streets in Segment 1 with alternative concepts in Alternate 1-2 include:

Group Camp Road/Pelican Boulevard – A realignment of Group Camp Road so that there is a common crossing with Pelican Boulevard provides for simultaneous left turns at the intersection. Otherwise the spacing of the T-intersecting road is not an adequate length to support sufficient left turn lanes separately for each intersection. Existing Group Camp Road with right-in/right-out service. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

School Driveway – A full median opening at the T-intersection provides for a northbound left turn lane into the school complex and an eastbound left turn lane from the school complex. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Blackwell Drive – A full median opening at the T-intersection provides for northbound and eastbound left turn movements with left turn bays. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Raymond Drive – A partial median opening at the T-intersection provides the side street traffic with only eastbound left turn out and northbound right-in movements. Left turn movements from U.S. 190 to Raymond Drive are not allowed. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Joseph Pugh Road – A full median opening at the T-intersection provides for northbound and eastbound left turn movements with left turn bays. U-turn openings with turn bays are provided in each direction prior to the intersection.

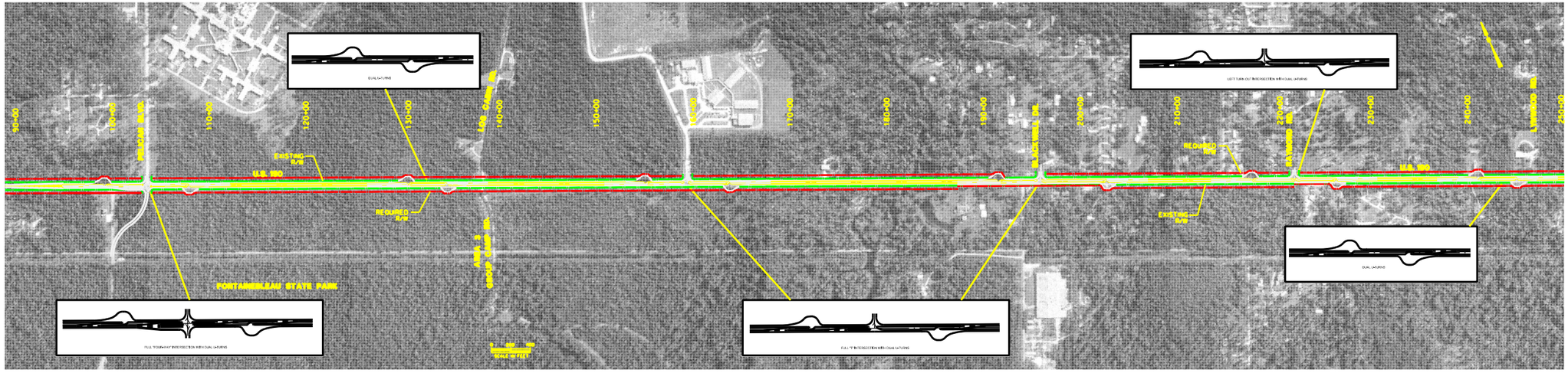
Pontchartrain Road – A full median opening at the cross street provides for intersection movements in all directions. A right turn lane is provided for vehicles turning northbound onto the cross road. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

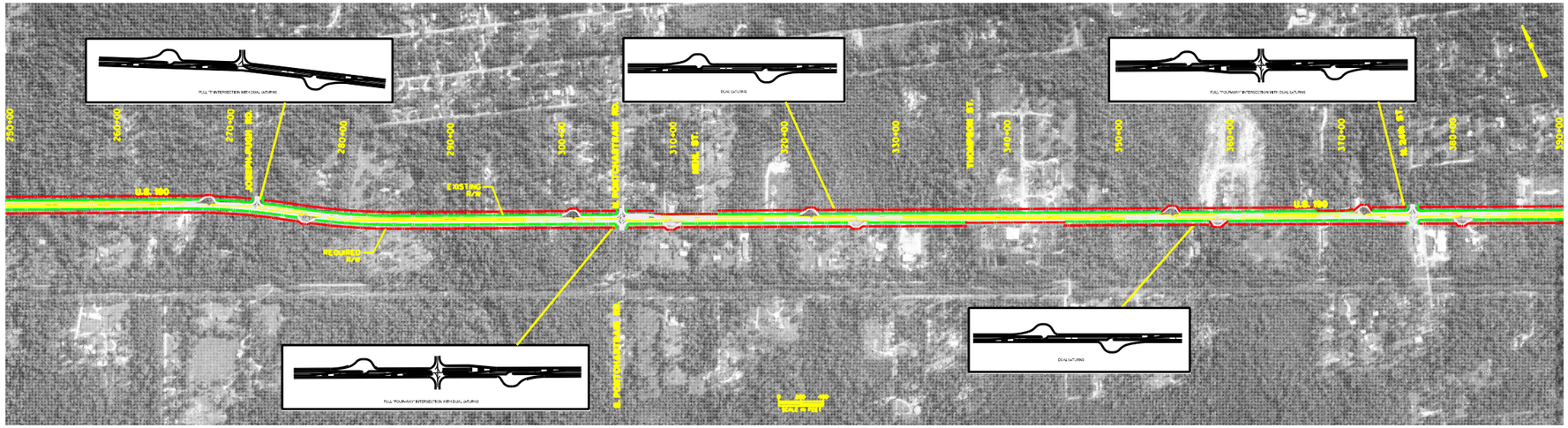
ALTERNATE 1-3: Four-lane roadway with 42-ft. depressed median with inside and outside shoulders

Alternate 1-3 incorporates a 42-ft. depressed median to separate opposing traffic. A second travel lane is added in each direction for a total of four lanes. The conceptual strategy for developing this alternative is to utilize a wider and depressed median and to develop safe land access by managing crossroad openings and U-turn maneuvers. Depressed medians on divided highways may be suitable as a recovery area. Median openings were spaced at half mile increments to provide for U-turns and roadside access. The initial spacing begins at School Driveway providing a full median opening at the T-intersection. Turning vehicles would utilize the inside travel lane for deceleration and storage for turning movements. Roadways that intersect with U.S. 190 at locations other than incrementally spaced median openings would be restricted to right-in/right-out movements.

A typical right-of-way width for this alternative section is 200-ft. (100-ft. each side) which would require approximately 60-ft. of additional right-of-way on each side of the road. This additional width is to provide for an open ditch that would parallel each side of the road. Provisions such as shoulder curbing with subsurface drainage would reduce the additional right-of-way width on the provisional side to a minimum horizontal clearance of 65-ft., twenty-five of which is additional. Approximately twenty-seven existing

structures would be adversely impacted by the typical 200-ft. right-of-way width (an additional 60-ft. each side) for this alternative.





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SCALE IN MILES

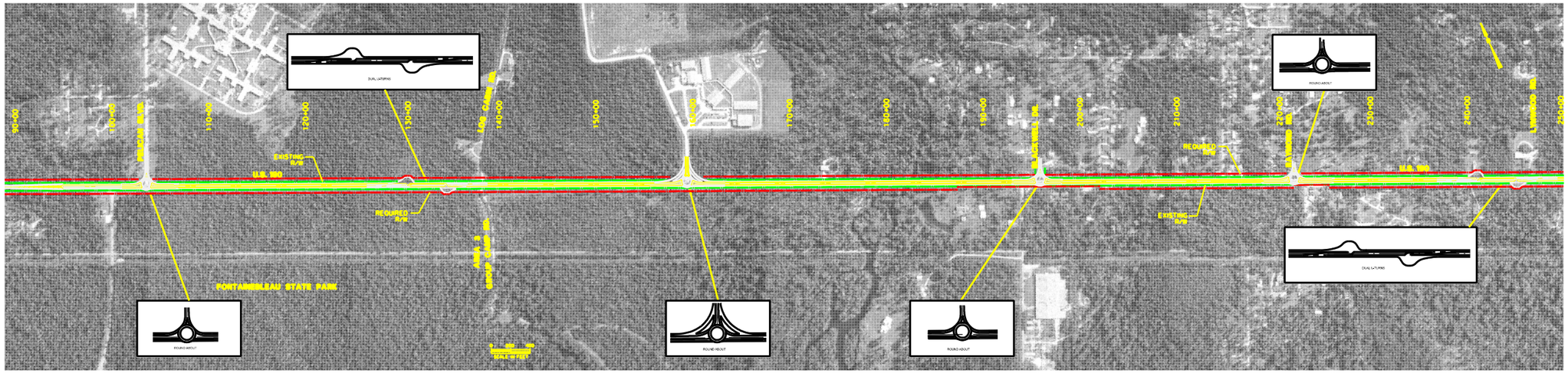
S.P. NO. 700-52-0191

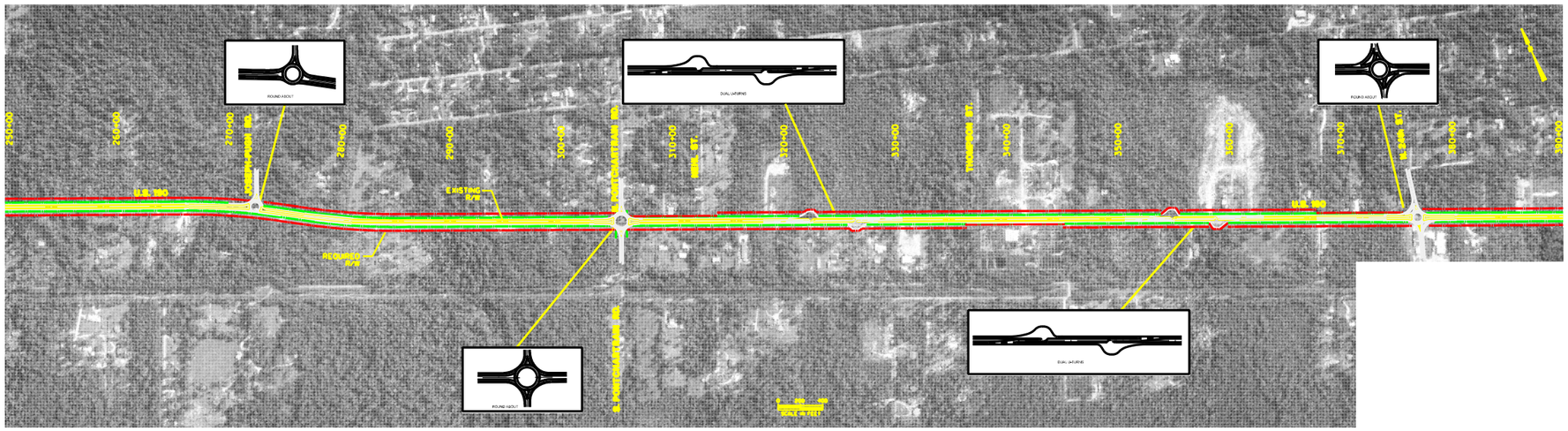
SEGMENT 1:
FONTAINEBLEAU STATE PARK
TO LACOMBE
ALTERNATE 1A

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	





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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 1:
FONTAINEBLEAU STATE PARK
TO LACOMBE
ALTERNATE 1B

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD · KUYRKENDALL & ASSOC.
ENGINEERS · SURVEYORS · PLANNERS
BATON ROUGE, LOUISIANA

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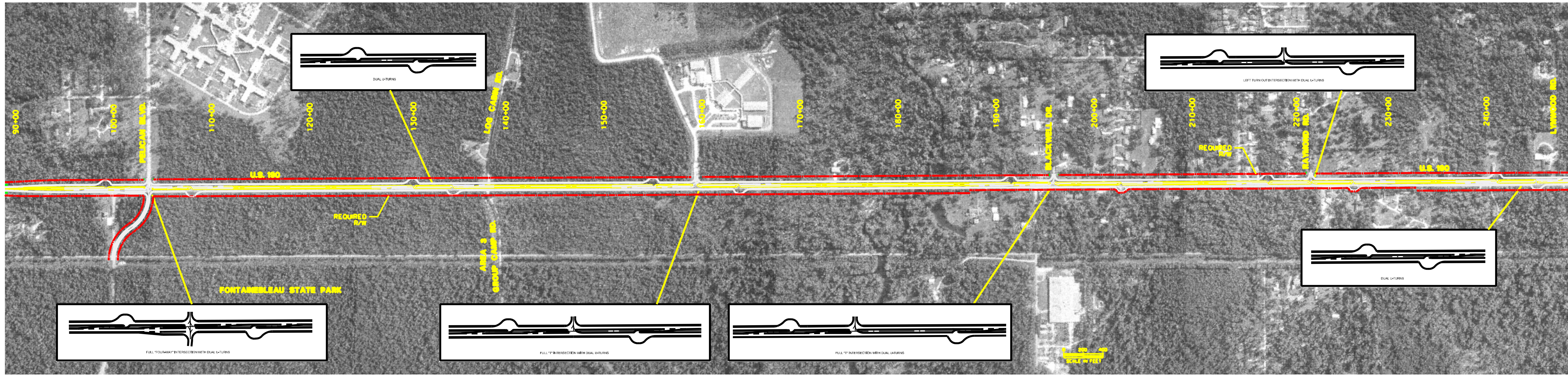

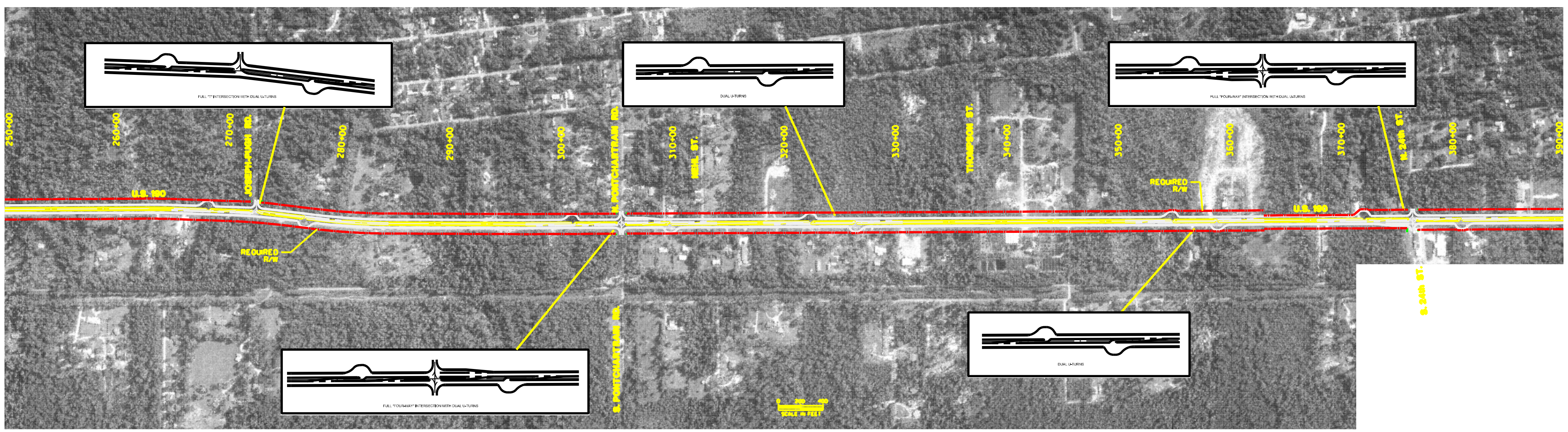

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SCALE IN MILES

S.P. NO. 700-52-0191

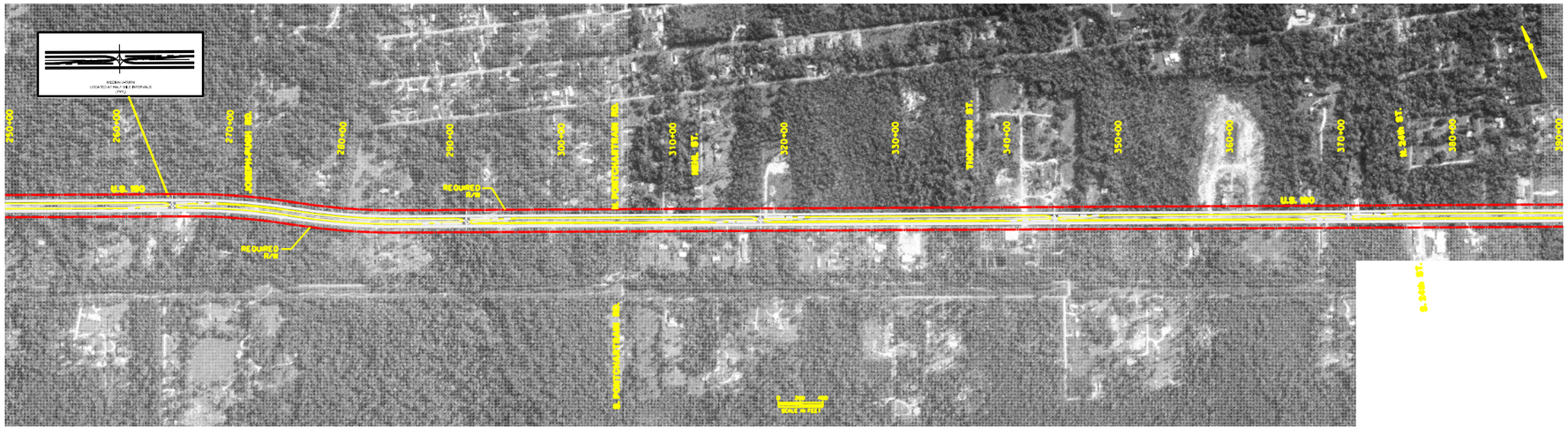
SEGMENT 1: FONTAINEBLEAU STATE PARK TO LACOMBE ALTERNATE 2

STAGE O FEASIBILITY STUDY

U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	



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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 1:
FONTAINEBLEAU STATE PARK
TO LACOMBE
ALTERNATE 3

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD · KUYRKENDALL & ASSOC.
ENGINEERS · SURVEYORS · PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	

SEGMENT 2: Lacombe (Street to Bayou Lacombe)

Segment 2 alternatives were developed as a highway safety concept in a community environment that separates opposing traffic by the use of a raised median. The median also controls left turn movements across oncoming traffic by reducing and isolating potential conflict points to the median openings at intersections. Each alternative was evaluated for median width and each intersection in Segment 2 was evaluated for the need and type of median opening. Each alternative in segment 2 was evaluated to minimize the need for additional right of way acquisition and business displacements. The existing right of way is approximately eighty feet in width.

ALTERNATE 2-1: Two-lane Roadway with raised median and shoulders with curb

Alternate 2-1 incorporates a raised median to separate opposing traffic. Left turn movements across oncoming traffic are only allowed at intersection median openings. A 22-ft. median is considered between Street and Street. Deceleration and storage lanes for left turning vehicles are provided at each controlled left turn location. U-turn movements within the intersection are undesirable and separate U-turn median openings with separate deceleration and storage lanes are a consideration but are also typically not desirable with closely spaced intersecting street grids. Areas where U-turns cannot be made safely should be prohibited. For safety and congestion reasons, U-turns are more desirable near the perimeters of the Lacombe community. For Alternate 2-1 a roundabout provides a U-turn condition at Eighth Street.

A typical right-of-way width for this alternative with curb and subsurface drainage is 96-ft. (48-ft. each side) of which eight feet each side would be additional right-of-way. In an effort to maintain the existing right-of-way width the 22-ft. median is transitioned down to a 6-ft. width near Street and La 434.

The conceptual strategy for developing this alternative is to manage and protect intersection movements and land access utilizing median impediment and U-turn movements through the roundabouts. There are four notable intersections along the route of Segment 2 Alternate 1 that are designated with median openings, two of which are presently signalized. The existing or future street intersections that do not warrant median openings would

provide right-in/right-out service. The names of intersecting streets in Segment 2 with alternative concepts in Alternate 2-1 include:

Street – A full median opening at the T-intersection provides for northbound and eastbound left turn movements with left turn bays. The length of turning bays required for U-turns to be separate from intersections is restricted by the closeness of intersecting street grid. Thus, U-turn openings are used sparingly through Lacombe.

Street - A full median opening at the cross street provides for intersection movements in all directions. Consideration of U-turns is desirable at this intersection.

Street - A single lane, four legged, 120-ft. diameter roundabout located at U.S. 190 and Street provides for a free flow yield upon entry intersection. Bypass lanes are provided at the roundabout to accommodate right turns in and right turns out of the side road. A fire truck is a special design vehicle for the roundabout for typical turning movements. The truck apron located at the interior radius of the roundabout may supplement off-tracking as necessary. The roundabout provides for U-turns at the intersection. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

La 434- A single lane, four legged, 130-ft. diameter roundabout located at U.S. 190 and La 434 provides for a free flow yield upon entry to the intersection. The truck apron located at the interior radius of the roundabout may supplement tracking as necessary for larger vehicles. The roundabout provides for U-turns at the intersection. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Bayou Lacombe Bridge is a narrow two-lane bridge without shoulders. Consideration should be given to a parallel twin structure, or replacement of the bridge. Otherwise, widening the bridge by adding shoulders and a median is to be considered.

ALTERNATE 2-2: Four-lane Roadway with raised median and shoulders with curb

Alternate 2-2 adds an additional travel lane in each direction and incorporates a raised median to separate opposing traffic. Left turn movements across oncoming traffic are only allowed at intersection median

openings. A 22-ft. median is considered between Street and Street. Deceleration and storage lanes for left turning vehicles are provided at each controlled left turn location. U-turn movements within the intersection are undesirable and separate U-turn median openings with separate deceleration and storage lanes are a consideration but are also typically not desirable with closely spaced intersecting street grids. Areas where U-turns cannot be made safely should be prohibited. For safety and congestion reasons, U-turns are more desirable near the perimeters of the Lacombe community. For Alternate 2-2, a roundabout provides for the U-turn movements at La 434.

East of Street, the four lane raised median roadway is reduced to a three-lane facility as a lane in each direction is dropped. The 22-ft. median is transitioned into a central two-way left turn lane for the three lane section. The two lane facility can be served by a free flow, yield upon entry, single lane 130-ft. diameter roundabout at La 434.

The conceptual strategy for developing this alternative is to improve intersection movements with directional islands and a roundabout. There are four notable intersections along the route of Segment 2 Alternate 2 that are designated with median openings, two of which are presently signalized. The existing or future street intersections that do not warrant median openings would provide right-in/right-out service. The names of intersecting streets in Segment 2 with alternative concepts in Alternate 2-2 include:

Street – A full median opening at the T-intersection provides for northbound and eastbound left turn movements with left turn bays. The length of turning bays required for U-turns to be separate from intersections is restricted by the closeness of intersecting street grid. Thus, U-turn openings are used sparingly through Lacombe.

Street - A full median opening at the cross street provides for intersection movements in all directions. Consideration of U-turns is desirable at this intersection.

Street – The realignment of Street at U.S. 190 provides a radial side road that is normal to the mainline curve allowing for improved intersection sight distance. The central two-way left turn lane provides for deceleration and storage of left turning vehicles that are not in conflict with the through travel lanes. This particular median treatment serves as access for fronting parcels and street intersections.

La 434- A single lane, four legged, 130-ft. diameter roundabout located at U.S. 190 and La 434 provides for a free flow yield upon entry intersection. The truck apron located at the interior radius of the roundabout may supplement tracking as necessary for larger vehicles. The roundabout provides for U-turns at the intersection. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Bayou Lacombe Bridge is a narrow two-lane bridge without shoulders. Consideration should be given to a parallel twin structure, or replacement of the bridge. Otherwise, widening the bridge by adding shoulders and a median is to be considered.

ALTERNATE 2-3: Four-lane Roadway with raised median and shoulders with curb

Alternate 2-3 is transitioned to one travel lane in each direction and incorporates a two-way left turn lane (TWLTL) down the center which is an effective access management tool where volumes and access densities are low. The 14-ft. wide central turn lane is considered between Street through the Bayou Lacombe Bridge. The TWLTL would remove left turning vehicles from the through lanes and reduce delay to through vehicles. The central lane may also function as a lane for emergency vehicles when necessary. The amount of right-of-way necessary for TWLTL would be minimized. Storage for left turning vehicles is provided for each street intersection. Typically, regulatory restrictions would not remove left turn movements and the central lane would accommodate midblock entries. The need for U-turn movements is essentially eliminated with continuous access and the closely spaced intersecting street grid.

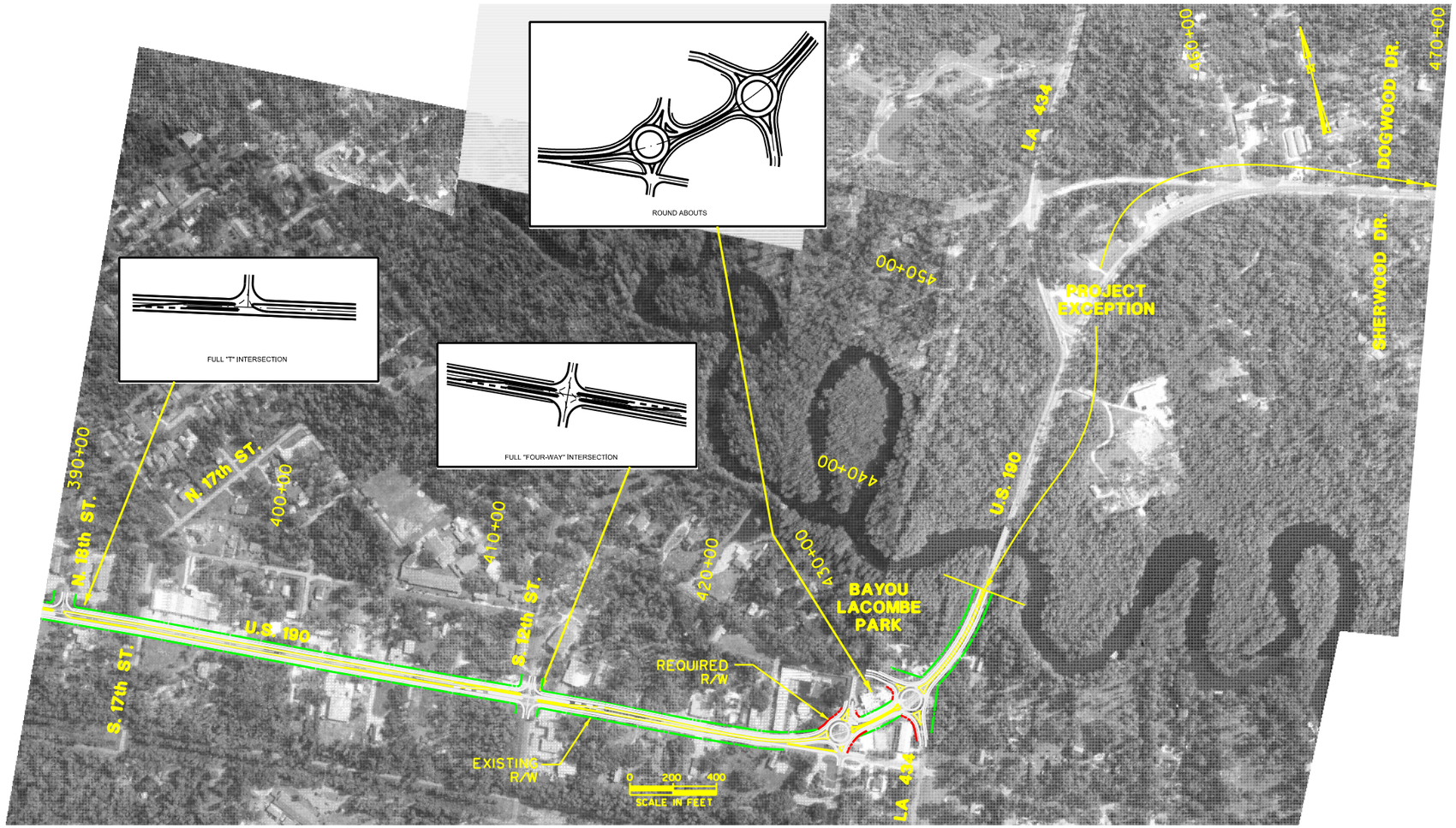
The conceptual strategy for developing this alternative is to improve the geometry at the existing intersections to accommodate more efficient movements. In addition to the concept of the two-way left turn lane, two intersections are recognized for geometric enhancement. The names of intersecting streets in Segment 2 with alternative concepts in Alternate 2-2 include:

Street – The realignment of South Street to be normal to U.S. 190 will provide improved sight capabilities at the intersection that is located in the curve of the mainline. Crossroad traffic of Street is discouraged by right in/right out only restrictions at North Street. Northbound traffic is

encouraged to use adjacent grid blocks. South Street provides access to and from the community fire hall.

La 434 / La 1093 – The intersection of La 434 and U.S. 190 is realigned to improve intersection sight distance and crossroad maneuvers.

Bayou Lacombe Bridge is a narrow two-lane bridge without shoulders. Consideration should be given to a parallel twin structure, or replacement of the bridge. Otherwise, widening the bridge by adding shoulders and a median is to be considered.



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SCALE IN MILES

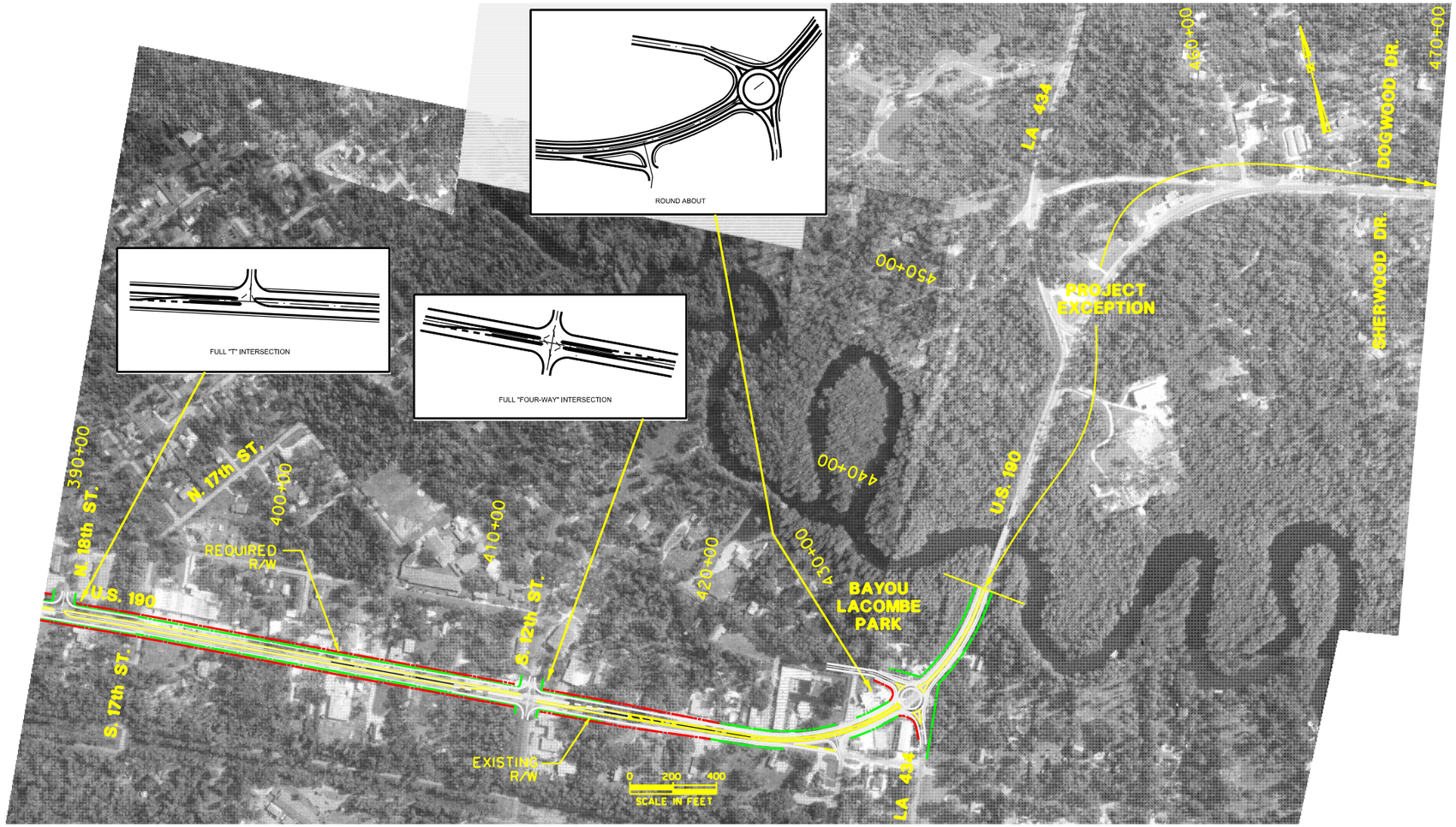
S.P. NO. 700-52-0191

SEGMENT 2:
LACOMBE
ALTERNATE 1

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	



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SCALE IN MILES

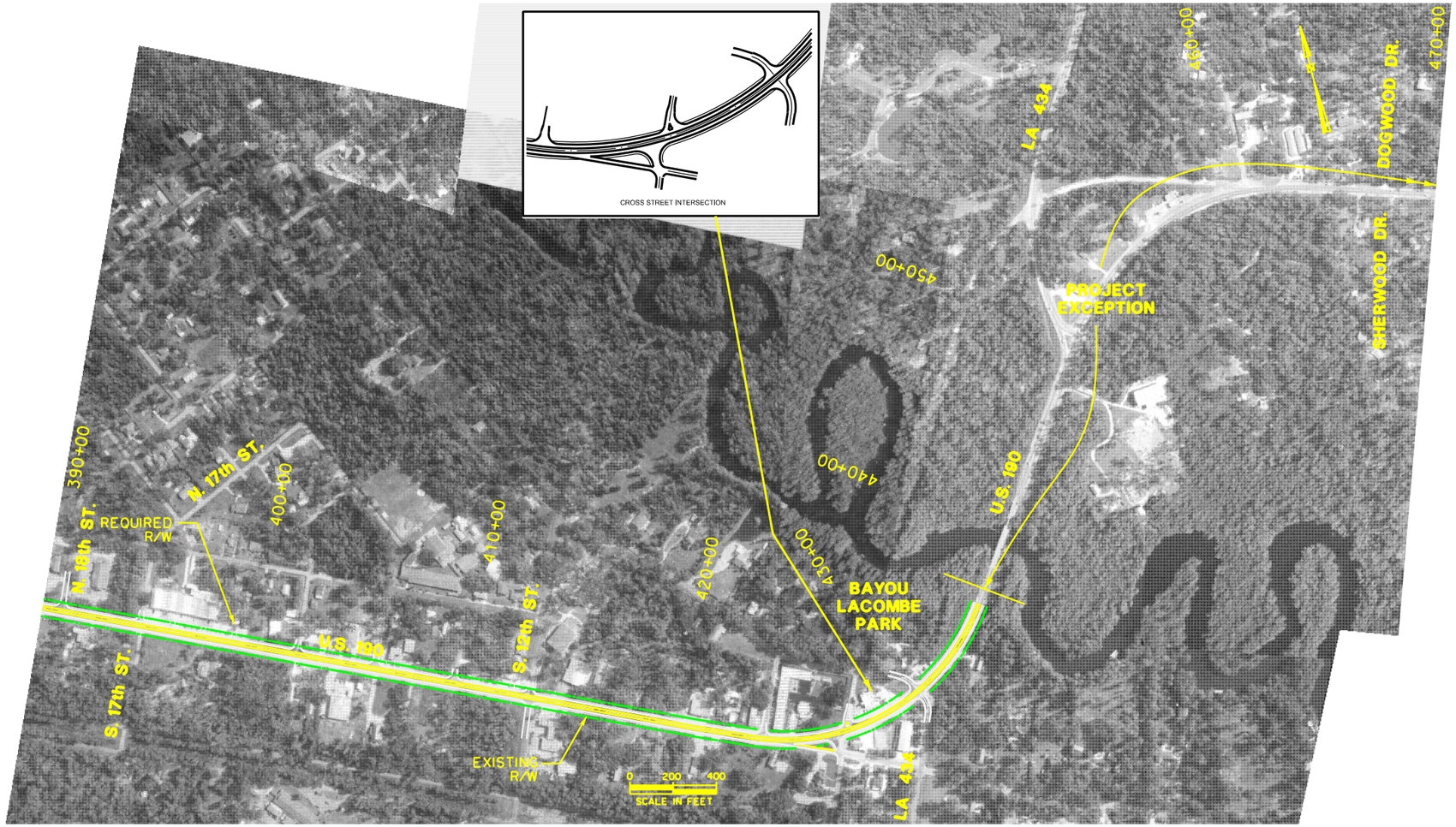
S.P. NO. 700-52-0191

SEGMENT 2:
LACOMBE
ALTERNATE 2

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	



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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 2:
LACOMBE
ALTERNATE 3

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	

SEGMENT 3: Lacombe to La. 433 Thompson Road

Segment 3 alternatives were developed for 5.9 miles of U.S. 190 as a highway safety concept that separates opposing traffic with a median. Safety benefits of urban medians may justify median treatment for roadways destined to become urbanized. The median also controls left turn movements across oncoming traffic by reducing and isolating potential conflict points to median openings at intersections. Downstream U-turns may eliminate some of the movements through an intersection. Each alternative was evaluated for median width and each intersection in Segment 3 was evaluated for the need and type of median opening. Each alternative in Segment 3 was evaluated to minimize the need for additional right of way acquisition and business displacements. The existing right of way is approximately eighty feet in width.

ALTERNATE 3-1A: Two-lane Roadway with a 22-ft. median and outside shoulders

Alternate 3-1A incorporates a 22-ft. raised median to separate opposing traffic. Left turn movements across oncoming traffic are only allowed at intersection median openings. Each intersection was evaluated for the need and type of median opening. Deceleration and storage lanes for left turning vehicles are provided at each controlled left turn location. U-turn movements within the intersection are undesirable and U-turn openings with separate deceleration and storage lanes are provided prior to each intersection that was designated to have a median opening. At each site, U-turning vehicles are provided with a loon or pavement widening to accommodate off-tracking. Provisions for U-turn movements are located within each half-mile along the corridor.

A typical right-of-way with for this alternative section is 150-ft. (75-ft. each side) which would require approximately 35-ft. of additional right-of-way on each side of the road. This additional width is to provide for an open ditch that would parallel each side of the road. Provisions such as shoulder curbing with subsurface drainage would reduce the additional right-of-way width on the provisional side to approximately eight additional feet with a desired horizontal clearance or to within the existing right-of-way with a minimum horizontal clearance. Additional right-of-way may be required at loon locations.

There are sixteen notable intersections along the route that are designated with median openings, none of which are presently signalized. The existing or future street intersections that do not warrant median openings would provide right-in/right-out service. The intersecting streets included in Segment 3 with alternative concepts in Alternate 3-1A are:

Anchorage Road – A partial median opening at the crossroad provides for left turn movements from U.S. 190 both directions, to northbound Anchorage Road and southbound Anchorage Road. Crossroad movements are prohibited and require utilization of downstream U-turn facilities.

Oaklawn Drive – A full median opening at the cross street provides for intersection movements in all directions. The cross road movement can be accommodated at the intersection. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Mill Road – The traffic study does not warrant a median opening on Mill Road because of the low volume. However, direct emergency access for authorized emergency vehicles could accommodate access to and from the Mill Road fire station.

Emerald Drive – A planned development at this intersection warrants a partial median opening allowing left turn movements from the side road on to U.S. 190. Access from U.S. 190 is to be by right-in only. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Transmitter Road – A full median opening at the T-intersection provides a southbound left turn bay and westbound movements are permitted. U-turn openings are downstream of the intersection and are shared with Emerald Drive.

Subdivision Road – Planned development warrants a full median opening for a T-intersection. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Kay Drive – A partial median opening allows left turns onto northbound Kay Drive. The eastbound movement from Kay Drive must right-out and utilize the downstream U-turn bay.

Tranquility Road – A full median opening at the cross street provides for intersection movements in all directions. The geometric approaches of Tranquility Road must be addressed for an improved crossroad maneuver.

U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

K Bar B Road – A partial median opening at the T-intersection allows for left-in and right-out movements. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Mayfield Elementary Drive - A full median opening at the T-intersection provides for a southbound left turn lane into the school complex and allows a westbound left turn from the school complex. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Honey Bee Road - A partial median opening at the T-intersection allows for left-in and right-out movements. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Centennial Plaza – A full median opening at the T-intersection provides for all movements. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Pleasant Drive – A partial median opening and a realignment of Pleasant Drive at U.S. 190 to form a T-intersection will improve approach geometrics and intersection sight distance. A left turn bay onto Pleasant Drive from U.S. 190 is provided. Movements from Pleasant Drive are right-in and right-out. U-turn movements are accommodated with a downstream median opening with turn bays and loons.

Twins Lane – A partial median opening at the T-intersection allows for a left turn onto Twins Lane and right-in and right-out movements. U-turn movements are accommodated with a downstream median opening with turn bays and loons that is shared with U-turn movements from Buckingham Court.

Buckingham Court - A partial median opening at the T-intersection allows for a left turn onto Buckingham Court and right-in and right-out movements. U-turn movements are accommodated with a downstream median opening with turn bays and loons that is shared with U-turn movements from Twins Lane.

Dixie Ranch Road - A realignment of Dixie Ranch Road so that there is a common median opening with La. 433 (Thompson Road) accommodates left turns at the intersection from both directions of U.S 190. Otherwise the

spacing of the T-intersecting roads is not an adequate length to support sufficient left turn lanes separately for each intersection. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

La. 433 (Thompson Road) – A part of the roadway network to the south, Thompson Road has a full median opening to support all directional movements and crossovers with realigned Dixie Ranch Road. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

ALTERNATE 3-1B: Two-lane Roadway with 22-ft. median and outside shoulders

Alternate 3-1B incorporates a 22-ft. raised median to separate opposing traffic. Left turn and U-turn movements are allowed at warranted intersection locations. Each intersection was evaluated for a free flow, yield upon entry, roundabout that would allow intersection movements in each direction as well as U-turn movements. Provisions for U-turn movements are located within each half-mile along the corridor.

A typical right-of-way with for this alternative section is 75-ft. which would require approximately 35-ft. of additional right-of-way on each side of the road. This additional width is to provide for an open ditch that would parallel each side of the road. Provisions such as shoulder curbing with subsurface drainage would reduce the additional right-of-way width on the provisional side to approximately eight additional feet with a desired horizontal clearance or to within the existing right-of-way with a minimum horizontal clearance. Additional right-of-way may be required at warranted intersections to accommodate the roundabout.

There are sixteen notable intersections along the route that are designated for roundabouts as an intersection alternative. The existing or future street intersections that do not warrant median openings would provide right-in/right-out service. The names of intersecting streets in Segment 3 with alternative intersection concepts in Alternate 3-1B include:

Anchorage Road – A partial median opening at the crossroad provides for left turn movements from U.S. 190 both directions, to northbound Anchorage Road and southbound Anchorage Road. Crossroad movements are prohibited and require utilization of downstream U-turn facilities.

Oaklawn Drive – A single lane, four legged, 170-ft. diameter roundabout located at the Oaklawn Drive crossroad with U.S. 190 provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Mill Road – The traffic study does not warrant a median opening on Mill Road because of the low volume. However, direct emergency access for authorized emergency vehicles could accommodate access to and from the Mill Road fire station.

Emerald Drive – A planned development at this intersection warrants full access to U.S. 190. A single lane, three legged, 120-ft. diameter roundabout located at the T-intersection provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures. The median for the existing boulevard at Emerald Drive would be utilized, in lieu of acquisition of additional right-of-way, to accommodate the approach roadway of the roundabout.

Transmitter Road – A full median opening at the T-intersection provides a southbound left turn bay and westbound movements are permitted. U-turn movements can be accommodated by the roundabouts located at Emerald Drive and Subdivision Road.

Subdivision Road – A single lane, three legged, 120-ft. diameter roundabout provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Kay Drive – A partial median opening allows left turns onto northbound Kay Drive. The eastbound movement from Kay Drive must right-out and utilize the downstream roundabouts located at Subdivision Road and Tranquility Road.

Tranquility Road – A single lane, three legged, 160-ft. diameter roundabout provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-

turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

K Bar B Road – A partial median opening at the T-intersection allows for left-in and right-out movements. U-turn movements are accommodated at the Tranquility Road and Mayfair Elementary roundabouts.

Mayfield Elementary Drive - A single lane, three legged, 120-ft. diameter roundabout provides for a free flow yield upon entry to the intersection and school complex. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Honey Bee Road - A single lane, three legged, 120-ft. diameter roundabout provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures.

Centennial Plaza – A single lane, three legged, 120-ft. diameter roundabout provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures. The median for the existing boulevard at Centennial Plaza would be utilized, in lieu of acquisition of additional right-of-way, to accommodate the approach roadway of the roundabout.

Pleasant Drive / Twins Lane - A single lane, four legged, 160-ft. diameter roundabout provides for a free flow yield upon entry to the intersection. The roundabout provides for turning movements in all directions including U-turns. Additional right-of-way may be required to accommodate the roundabout with minimal apparent impact to existing structures. The median for the existing boulevard at Twins Lane would be utilized, in lieu of acquisition of additional right-of-way, to accommodate the approach roadway of the roundabout.

Buckingham Court - A partial median opening at the T-intersection allows for a left turn onto Buckingham Court and right-in and right-out movements. U-turn movements are accommodated downstream utilizing a median opening with turn bays and loons.

Dixie Ranch Road - A realignment of Dixie Ranch Road so that there is a common median opening with La. 433 (Thompson Road) accommodates left turns at the intersection from both directions of U.S 190. Otherwise the spacing of the T-intersecting roads is not an adequate length to support sufficient left turn lanes separately for each intersection. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

La. 433 (Thompson Road) – A part of the roadway network to the south, Thompson Road has a full median opening to support all directional movements and crossovers with realigned Dixie Ranch Road. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

ALTERNATE 3-2: Four-lane Roadway with a 22-ft. median and outside shoulders

Alternate 3-2 incorporates a 22-ft. raised median to separate opposing traffic. Left turn movements across oncoming traffic are only allowed at intersection median openings. Each intersection was evaluated for the need and type of median opening. Deceleration and storage lanes for left turning vehicles are provided at each controlled left turn location. U-turn movements within the intersection are undesirable and U-turn openings with separate deceleration and storage lanes are provided prior to each intersection that was designated a median openings. At each site, U-turning vehicles are provided with a loon or pavement widening to accommodate off-tracking. Provisions for U-turn movements are located within each half-mile along the corridor.

A typical right-of-way with for this alternative section is 180-ft. (90-ft. each side) which would require approximately 50-ft. of additional right-of-way on each side of the road. This additional width is to provide for an open ditch that would parallel each side of the road. Provisions such as shoulder curbing with subsurface drainage would reduce the additional right-of-way width on the provisional side to approximately twelve additional feet with a desired horizontal clearance or to approximately three additional feet with a minimum horizontal clearance. Additional right-of-way may be required at loon locations.

There are sixteen notable intersections along the route that are designated with median openings, none of which are presently signalized. The existing or future street intersections that do not warrant median openings would provide right-in/right-out service. The intersecting streets included in Segment 3 with alternative concepts in Alternate 3-2 are:

Anchorage Road – A partial median opening at the crossroad provides for left turn movements from U.S. 190 both directions, northbound Anchorage Road and southbound Anchorage Road. Crossroad movements are prohibited and require utilization of downstream U-turn facilities.

Oaklawn Drive – A full median opening at the cross street provides for intersection movements in all directions. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Mill Road – The traffic study does not warrant a median opening on Mill Road because of the low volume. However, direct emergency access for authorized emergency vehicles could accommodate access to and from the Mill Road fire station.

Emerald Drive – A planned development at this intersection warrants a partial median opening allowing left turn movements from the side road on to U.S. 190. Access from U.S. 190 is to be by right-in only. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Transmitter Road – A full median opening at the T-intersection provides a southbound left turn bay and westbound movements are permitted. U-turn openings are downstream of the intersection and are shared with Emerald Drive.

Subdivision Road – A planned development warrants a full median opening for a T-intersection. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Kay Drive – A partial median opening allows left turns onto northbound Kay Drive. The eastbound movement from Kay Drive must right-out and utilize the downstream U-turn bay.

Tranquility Road – A full median opening at the cross street provides for intersection movements in all directions. The geometric approaches of Tranquility Road must be addressed for an improved crossroad maneuver.

U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

K Bar B Road – A partial median opening at the T-intersection allows for left-in and right-out movements. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Mayfield Elementary Drive - A full median opening at the T-intersection provides for a southbound left turn lane into the school complex and allows a westbound left turn from the school complex. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Honey Bee Road - A partial median opening at the T-intersection allows for left-in and right-out movements. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Centennial Plaza – A full median opening at the T-intersection provides for all movements. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Pleasant Drive – A partial median opening and a realignment of Pleasant Drive at U.S. 190 to form a T-intersection will improve approach geometrics and intersection sight distance. A left turn bay onto Pleasant Drive from U.S. 190 is provided. Movements from Pleasant Drive are right-in and right-out. U-turn movements are accommodated with downstream median opening with turn bays and loons.

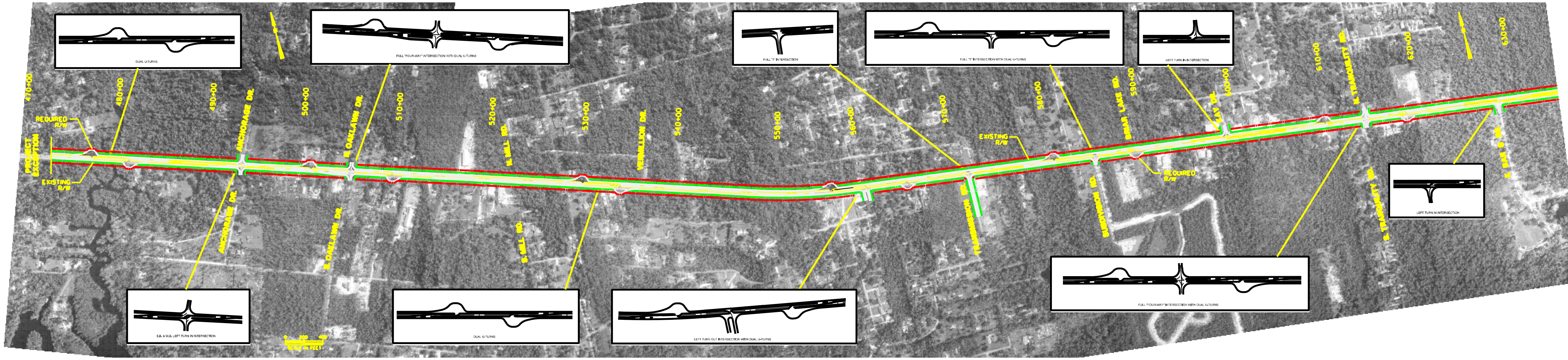
Twins Lane – A partial median opening at the T-intersection allows for a left turn onto Twins Lane and right-in and right-out movements. U-turn movements are accommodated with downstream utilizing a median opening with turn bays and loons that is shared with U-turn movements from Buckingham Court.

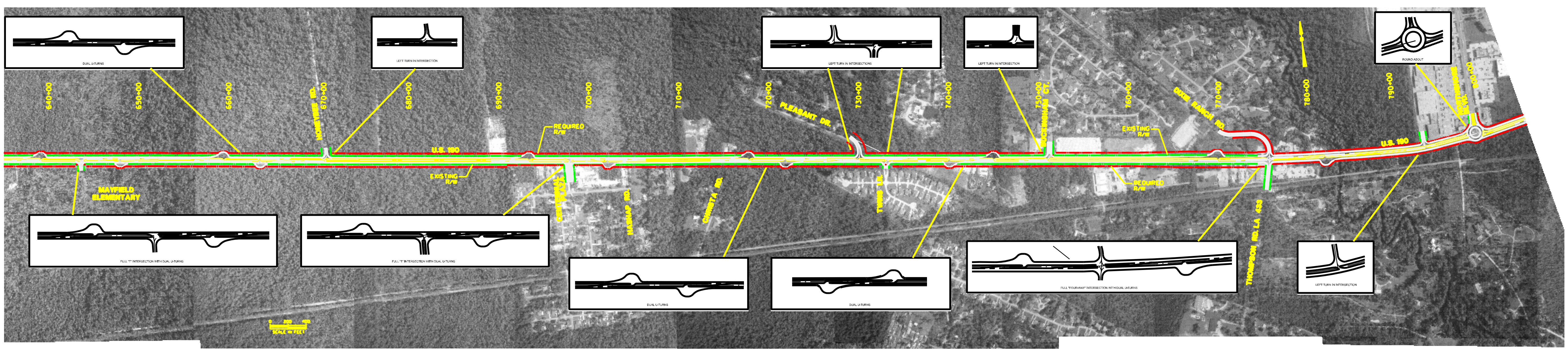
Buckingham Court - A partial median opening at the T-intersection allows for a left turn onto Buckingham Court and right-in and right-out movements. U-turn movements are accommodated with a downstream median opening with turn bays and loons that is shared with U-turn movements from Twins Lane.

Dixie Ranch Road - A realignment of Dixie Ranch Road so that there is a common median opening with La. 433 (Thompson Road) accommodates left turns at the intersection from both directions of U.S 190. Otherwise the

spacing of the T-intersecting roads is not an adequate length to support sufficient left turn lanes separately for each intersection. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

La. 433 (Thompson Road) – A major intersection of the roadway network to the south, Thompson Road has a full median opening to support all directional movements and crossovers with realigned Dixie Ranch Road. Twin left turn lanes from U.S. 190 onto Thompson Road will require that an additional lane is added to Thompson Road and is transitioned back to two lanes over distance. To accommodate the transition required for two-lane left turn lanes, the additional lanes were widened on the north side or Dixie Ranch Road side of the right-of-way. There is a strong potential for displacement of structures on the north side of U.S. 190 to accommodate the additional right-of-way required for the dual turn lanes. U-turn openings with turn bays and loons are provided prior to the intersection in each direction along U.S. 190.





S.P. NO. 700-52-0191

½ 0 1

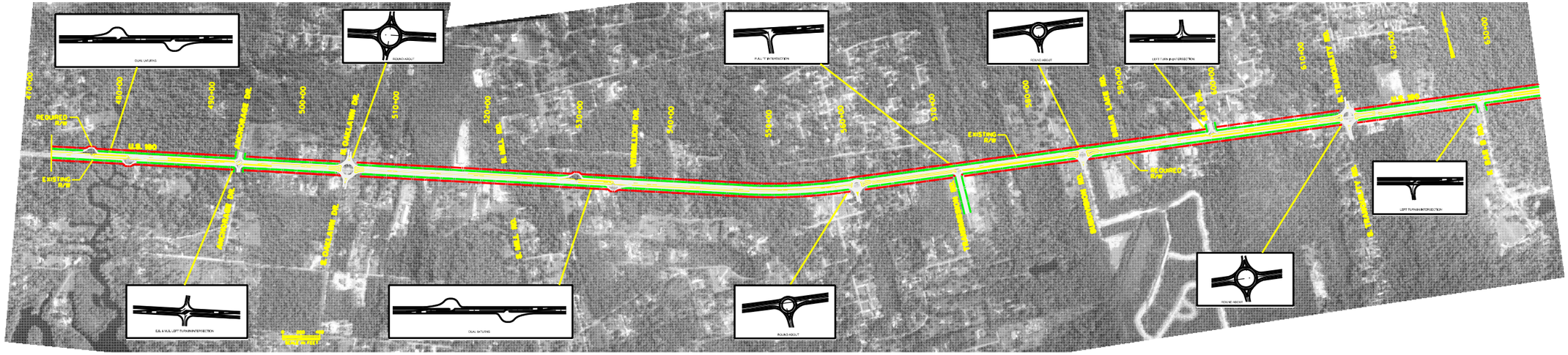
SCALE IN MILES

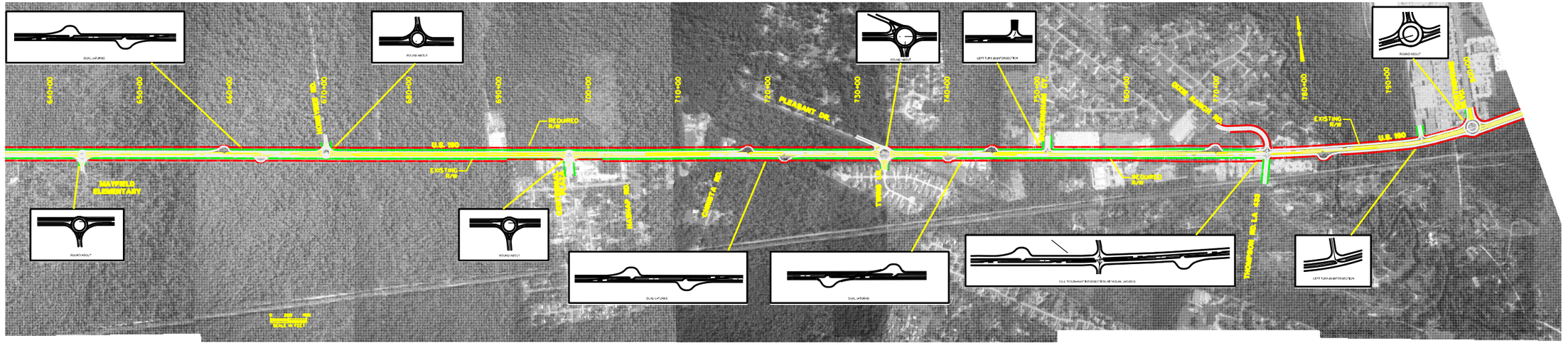
SEGMENT 3:
LACOMBE TO LA 433
ALTERNATE 1A

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	





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SCALE IN MILES

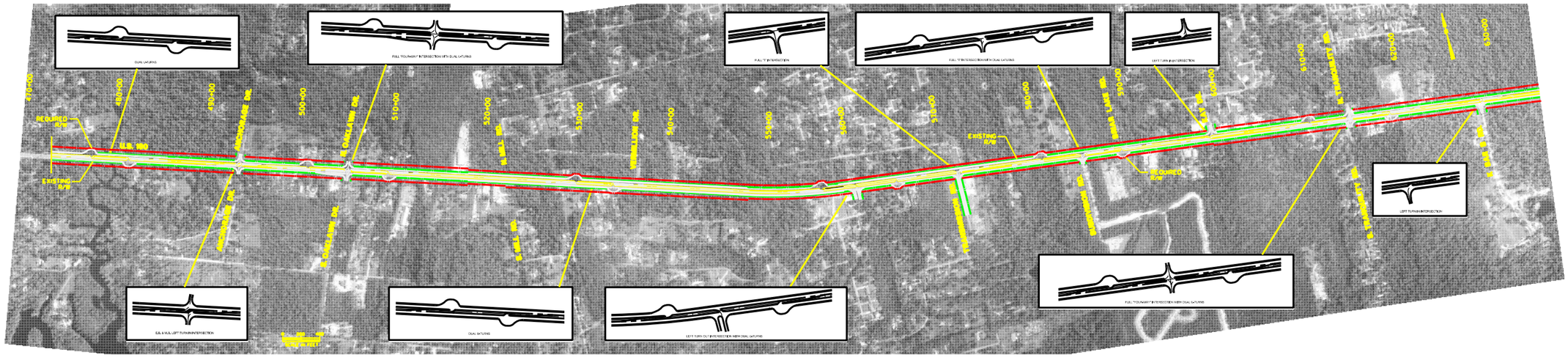
S.P. NO. 700-52-0191

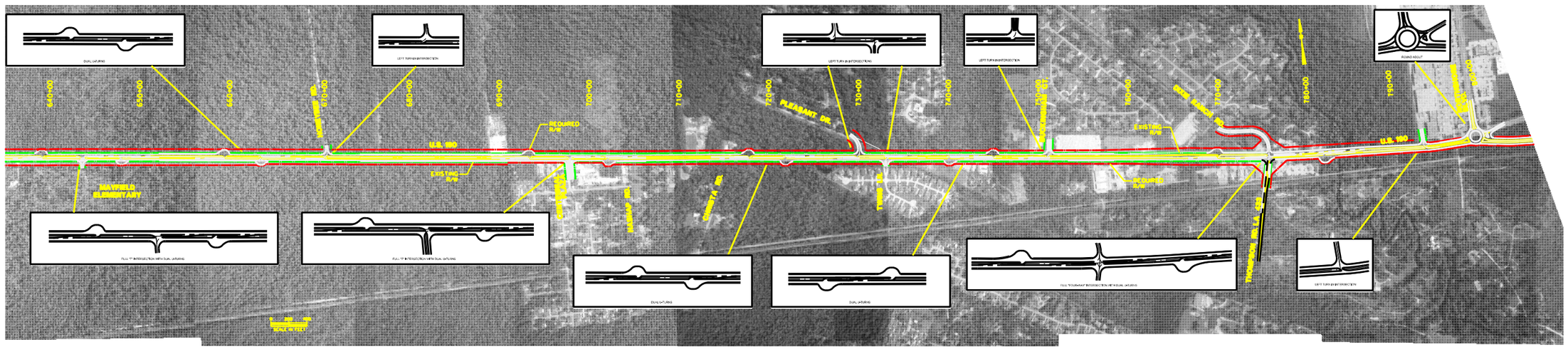
SEGMENT 3:
LACOMBE TO LA 433
ALTERNATE 1B

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD · KUYRKENDALL & ASSOC.
ENGINEERS · SURVEYORS · PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	





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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 3:
LACOMBE TO LA 433
ALTERNATE 2

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD · KUYRKENDALL & ASSOC.
ENGINEERS · SURVEYORS · PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	

SEGMENT 4: La. 433 (Thompson Road) to U.S. 11

Segment 4 alternatives were developed as a highway safety concept that separates opposing traffic with a median. Safety benefits of urban medians may justify median treatment for roadways destined to become urbanized. The median also controls left turn movements across oncoming traffic by reducing and isolating potential conflict points to median openings at intersections. Downstream U-turns may eliminate some of the movements through an intersection. Each alternative was evaluated for median width and each intersection in Segment 4 was evaluated for the need and type of median opening. Each alternative in Segment 4 was evaluated to minimize the need for additional right of way acquisition and business displacements. The existing right of way is approximately eighty feet in width.

ALTERNATE 4-1: Four-lane roadway with outside shoulders and a desirable median width of 22-ft. or a minimum width of 6-ft.

Typically, Alternate 4-1 incorporates a 22-ft. raised median to separate opposing traffic (two lanes in each direction). In areas where existing development discourages additional right-of-way taking, the median may narrow to a minimum width of six feet. Left turn movements across oncoming traffic are only allowed at intersection median openings where there is sufficient width to provide for a turning lane. Each intersection was evaluated for the need and type of median opening. Deceleration and storage lanes for left turning vehicles are provided at each controlled left turn location. U-turn movements within the intersection are undesirable and U-turn openings with separate deceleration and storage lanes are desired prior to each intersection that was designated a median openings. At each site, U-turning vehicles are provided with a loon or pavement widening to accommodate tracking. Provisions for U-turn movements are located within each half-mile along the corridor.

A typical right-of-way width for the 22-ft. median section in this alternative is 104-ft. (52-ft. each side) which would require approximately twelve feet of additional right-of-way on each side of the road. This additional width is to provide for a desirable horizontal clearance recovery area beyond the curbed pavement edge. Subsurface drainage is necessary to accommodate this section width. Provisions such as the minimum required horizontal clearance or the narrowing of the median would reduce the additional right-

of-way width need. The full complement of these provisions could reduce the required right-of-way width to within the existing right-of-way width of eighty feet. Additional right-of-way may be required at loon locations.

There are eighteen notable intersections along the route that are designated with median openings. The existing or future street intersections that do not warrant median openings would provide right-in/right-out service. The intersecting streets included in Segment 4 with alternative concepts in Alternate 4-1 are:

Northshore Square Mall West Exit – An outlet for servicing the mall will require a partial median opening at the T-intersection with U.S. 190. The intersection will provide a left turn lane from the mall onto a four lane U.S. 190. Right-in and right-out movements will be accommodated at the intersection.

Northshore Boulevard – A dual lane, 180-ft. diameter, roundabout at the T-intersection with Northshore Boulevard will provide for movements in all directions. The roundabout will also include U-turn movements required to accommodate access to fronting properties in the area of the 22-ft. raised median for a four lane U.S. 190.

Northshore Square Mall East Exit – An inlet for servicing the mall will require a partial median opening at the T-intersection with U.S. 190. The intersection will provide for a left turn movement from U.S. 190 into the mall site. Right-in and right-out movements will be accommodated at the intersection.

South/Cherry/Poplar Streets – A dual lane, 160-ft. diameter, roundabout for the T-intersection at the convergence of South, Cherry, and Poplar Streets will provide for movements in all directions. Two bypass lanes at the roundabout allow for right turns from U.S. 190 onto South Street and from Cherry Street onto U.S. 190. The odd intersection of three local streets at the U.S. 190 roundabout may result in removing Poplar Street from the intersection. This would be accomplished by use of a dead end installation and routing Poplar Street traffic to Cherry Street a block to the north. The roundabout will also provide U-turn movements required to accommodate access to fronting properties along the area of the raised median for U.S. 190.

Grand Theatre – A full median opening at the T-intersection provides for all movements. U-turn openings with turn bays and loons are provided in each direction prior to the intersection.

Business Entrance – A partial median opening at the intersection of the business entrance driveway will allow a left-in movement from westbound U.S. 190. The driveway will accommodate right-in movements and off street circulation for right-out movements. Opportunities for U-turn movements are provided along the route and directional decisions can be made off street with a designated exit drive.

Business Exit – A partial median opening at the intersection of the business exit driveway will allow a left-in movement onto westbound U.S. 190. The exit driveway may accommodate right-in and right-out movements.

Westminster Drive – A full median opening at the T-intersection of the boulevard at Westminster Drive provides for all movements. U-turn opportunities for frontage access along U.S. 190 is provided upstream at the Forest Lawn roundabout and the designated U-turn lane with loons near Camp Villere Road.

Forest Lawn Cemetery – A dual, 130-ft. diameter roundabout is located at the Forest Lawn Cemetery entrance to accommodate U-turn movements. Typically, the cemetery circulation is one-way in and the roundabout provides this movement along the minimum 6-ft. raised median portion of U.S. 190 where required right-of-way is too restrictive for a left turn lane. Post ceremonial circulation is traditionally onto Carroll Road.

Carroll Road / Sunset Drive – A dual lane, 160-ft. diameter, roundabout at the intersection of Carroll Road and Sunset Drive will provide for movements in all directions. The roundabout will also include U-turn movements required to accommodate access to fronting properties in the area of restrictive right-of-way and the 6-ft. raised median for a four lane U.S. 190. Acquisition of roadway right-of-way and business relocations near the quadrants of the intersection may be necessary to accommodate the roundabout.

Maris Stella Road – A dual lane, 140-ft. diameter, three legged roundabout at Maris-Stella Road will provide free flow movements and U-turn opportunities along the area of restrictive right-of-way and the 6-ft.

raised median of U.S. 190. Additional right-of-way may be required to accommodate the roundabout.

Harrison Road - A dual lane, 160-ft. diameter, roundabout at the intersection of Harrison Road and the crossover street will provide free flow intersection movements. Two bypass lanes at the roundabout allow for right turns onto U.S. 190 from Harrison Road and the crossover road.

St. Tammany Avenue – A partial median opening at the T-intersection of St. Tammany Avenue and U.S. 190 allows for a left turn lane and right-in movements onto St. Tammany and right-out movements from St. Tammany. The U.S. 190 raised median width is 22-ft., sufficient enough to accommodate the left turn lane. The intersection movements within the grid of streets are complimentary between St. Tammany Avenue, Audubon Street, and Walnut Street. U-turn movements along the segment can be accommodated upstream through the roundabouts at Pine Street and Harrison Road intersections.

Audubon Street – A partial median opening at the T-intersection of Audubon Street allows for a left-out movement onto U.S. 190 along with right-in and right-out movements at Audubon Street. The intersection movements within the grid of streets are complimentary between St. Tammany Avenue, Audubon Street, and Walnut Street. U-turn movements along the segment can be accommodated upstream through the roundabouts at Pine Street and Harrison Road intersections.

Walnut Street – A partial median opening at the T-intersection of Walnut Street allows for a left-out movement onto U.S. 190 along with right-in and right-out movements at Walnut Street. The intersection movements within the grid of streets are complimentary between St. Tammany Avenue, Audubon Street, and Walnut Street. U-turn movements along the segment can be accommodated upstream through the roundabouts at Pine Street and Harrison Road intersections.

Pine Street – A dual lane, 140-ft. diameter, roundabout at the U.S. 190 and Pine Street intersection will a provide free flow of intersection movements. Two bypass lanes at the roundabout allow for right turns onto U.S. 190 from each direction of Pine Street. The roundabout will provide U-turn opportunities as needed for the nearby grid of streets.

The shopping centers along U.S 190 at the U.S. 11 intersection are typical box store strip mall developments that include large parking areas with out-

parcels servicing drive thru type circulation. Access to the centers should essentially function as three center locations, Northshore Shopping Center (approximately eight acres) and the Crossing Shopping Center (approximately eight acres) are located on the north side of U.S. 190 and Plaza 190 Shopping Center (approximately twelve acres) is located south of U.S. 190. Along U.S. 11 is a parallel railroad line running between the highway and the shopping center. There is one gated railroad crossing on the north side that provides access to U.S. 11 from the aptly named Crossing Shopping Center.

The current condition along U.S. 190 is a three lane roadway with a travel lane in each direction and a continuous two-way left turn lane down the center. Driveways that provide access to the centers are numerously distributed along the frontage on each side of U.S. 190. A conceptual strategy for developing an alternative in this unique stretch of the project is to provide a median section for the management, protection, and isolation of left turn movements while utilizing existing right of way or minimal additional right of way requirements. There appears to be sufficient length to provide one left turn movement into each of the three shopping centers and also provide for a left turn lane for movements onto U.S. 11. Additional right-in and right-out movements can be accommodated along the route. The dilemma then becomes the accommodation of left turn movements out of the shopping area which would complete the realm of circulation. This can be addressed with a select intersection type at Carnation Street.

Carnation Street – On the western edge of the large shopping areas is Carnation Street, the last of the grid of residential streets beyond the centers. Carnation Street, though local and quaint, at least for the first block off of U.S. 190 must provide a significant contribution in the access, crossing, and circulation for the centers. Presently used for service access at the rear of the centers, Carnation Street now must function as a perimeter roadway providing for left turn movements out of the centers. A dual lane, 160-ft. diameter, roundabout at the U.S. 190 and Carnation Street intersection will provide a free flow of intersection movements including U-turns that would substitute for desired left turn movements from the north side of U.S. 190. Two bypass lanes at the roundabout allow for right turns onto U.S. 190 from each direction of Carnation Street.

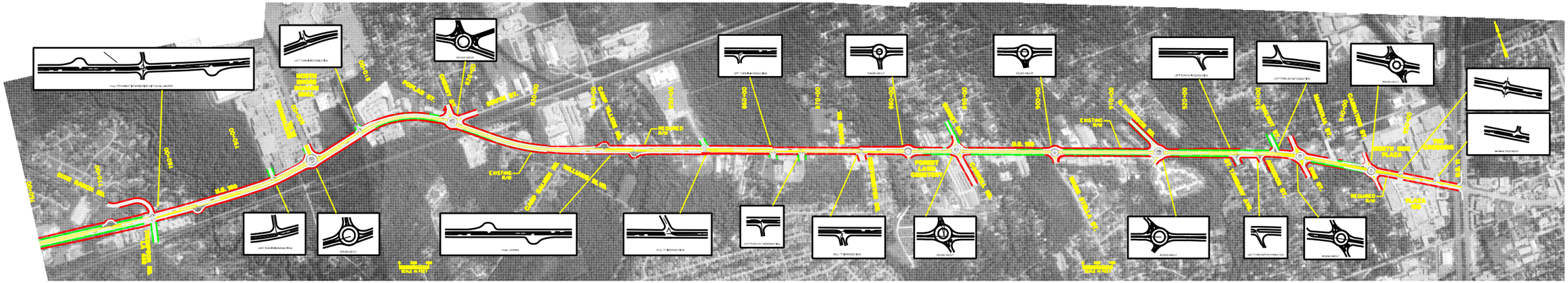
Northside Plaza Shopping Center – A four lane curbed roadway section for U.S. 190 with a single designated left turn bay into the center and

spaced right-in/right-out drives can provide the circulatory access needed for the center and to sustain out parcel enterprises.

The Crossing Shopping Center – The center is positioned between the railroad and the adjacent Northside Plaza, which allows for limited and awkward points of entry. The primary entrance off of U.S. 190 is in close proximity to U.S. 11 and the railroad. A left turn entrance from U.S. 190 can be located at the entry, however the length of the turn lane transition must be shared with an opposite turn lane. Vehicles exiting left from the Crossing Shopping Center must utilize the roundabout at Carnation Street for U-turns.

Plaza 190 Shopping Center – This shopping plaza is a complex configuration of parcels and access lanes for distributory circulation. A central left turn entry from U.S. 190 can be supplemented by a perimeter entrance from Carnation Street via the roundabout. Carnation Street, functioning as a perimeter road will provide desired west bound exits from the center. Right-in and right-out drives will continue to function and serve the depths of the center as well as the out parcels.

U.S. 11 (Gause Blvd. and Front Street) – Two eastbound lanes of through traffic and a left turn bay onto Front Street support the four lane concept for U.S. 190. Additionally, a second eastbound lane on U.S. 190 would enhance intersection capacity allowing a through movement from a currently right only lane.



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SCALE IN MILES

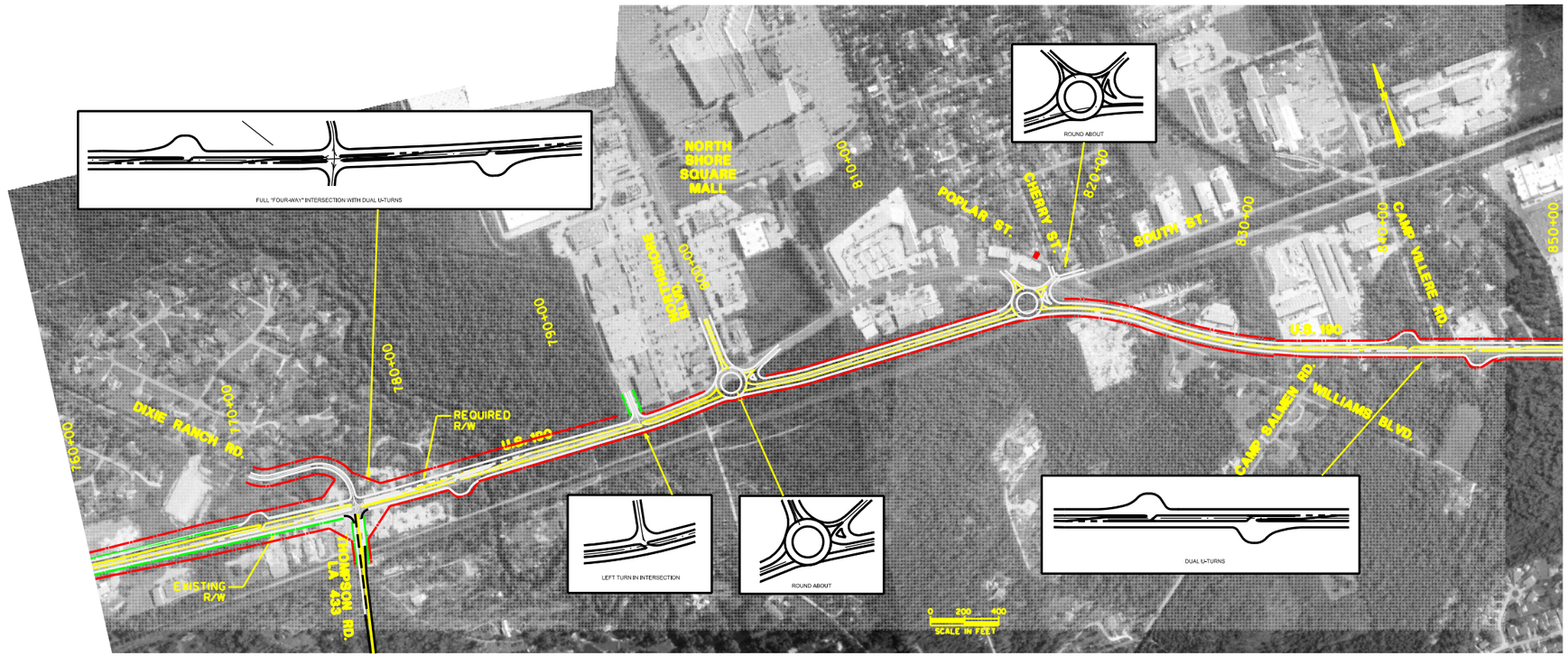
S.P. NO. 700-52-0191

SEGMENT 4:
SLIDELL LA 433 TO US 11
ALTERNATE 1

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	



S.P. NO. 700-52-0191

SEGMENT 4:
SLIDELL LA 433 TO US 11
ALTERNATE 2

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	

Chapter 4 Environmental Study

4.1 Stage 0 Study Areas

The geographic area of the Stage 0 study area is shown in **Figure 4-1.** The project study area is located entirely in the Parish of St. Tammany. The study area begins just east of Mandeville at the intersection of LA 1089 and US 190 which serves as the entrance to Fontainebleau State Park. From there it proceeds easterly for approximately 16.2 miles to the intersection of US 11 and US 190 in the City of Slidell.

4.2 Stage 0 Environmental Checklist

A Stage 0 Environmental Checklist was completed as part of the Stage 0 Feasibility Study to identify potential environmental and community impacts that may result from the implementation of any of the alternates or improvements proposed as part of the scope of this study. The Stage 0 Environmental Checklist was completed using information gathered through site investigation, the interviewing of public officials and community members, database research, research of the websites listed in the Stage 0 Environmental Checklist and internet search engines.

The following subsections detail the findings of the environmental and community research performed in order to complete the Stage 0 Environmental Checklist. The completed Stage 0 Environmental Checklist can be found in **Appendix C**. The information collected through database research and internet search engines is provided in **Appendix C**.

4.2.1 Property Owned by Native American Tribes

The Federally recognized Native American Tribes of Louisiana include the Chitimacha Tribe of Louisiana, Coushatta Tribe of Louisiana, Jena Band of Choctaw Indians, Tunica-Biloxi Tribe of Louisiana, Alabama Coushatta Tribe of Texas, Caddo Nation, Mississippi Band of Choctaw Indians, Quapaw Tribe of Oklahoma, and Choctaw Nation of Oklahoma. The Native American Tribes recognized by the State of Louisiana include the Adai Caddo Indians of Louisiana, Biloxi Chitimacha Confederation of Muskogee, Choctaw-Apache Tribe of Ebarb, Clifton Choctaw Tribe of Louisiana, Four Winds of Cherokee Tribe, Point au Chien Tribe, and United Houma Nation.

Representatives from each tribe were contacted and no tribe owned properties found within the study area.

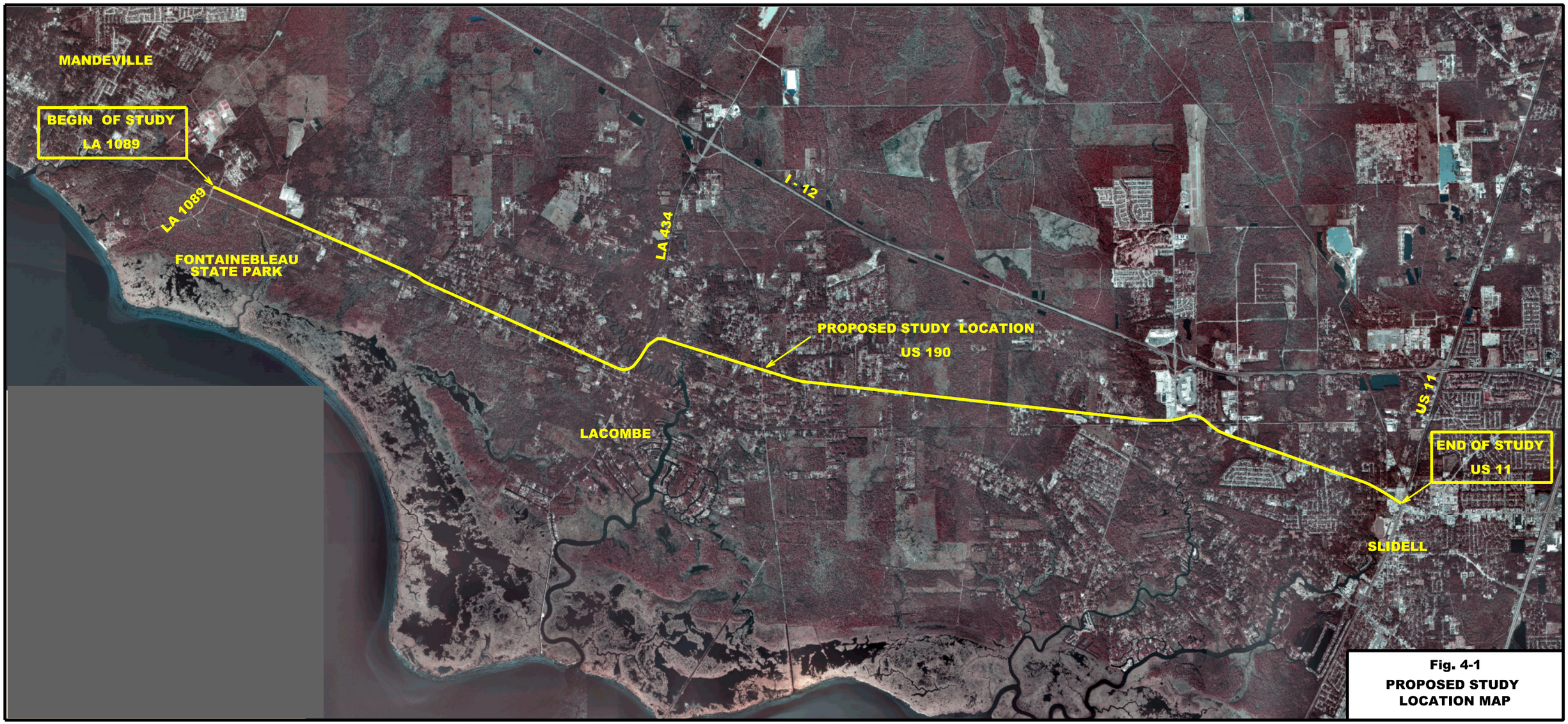
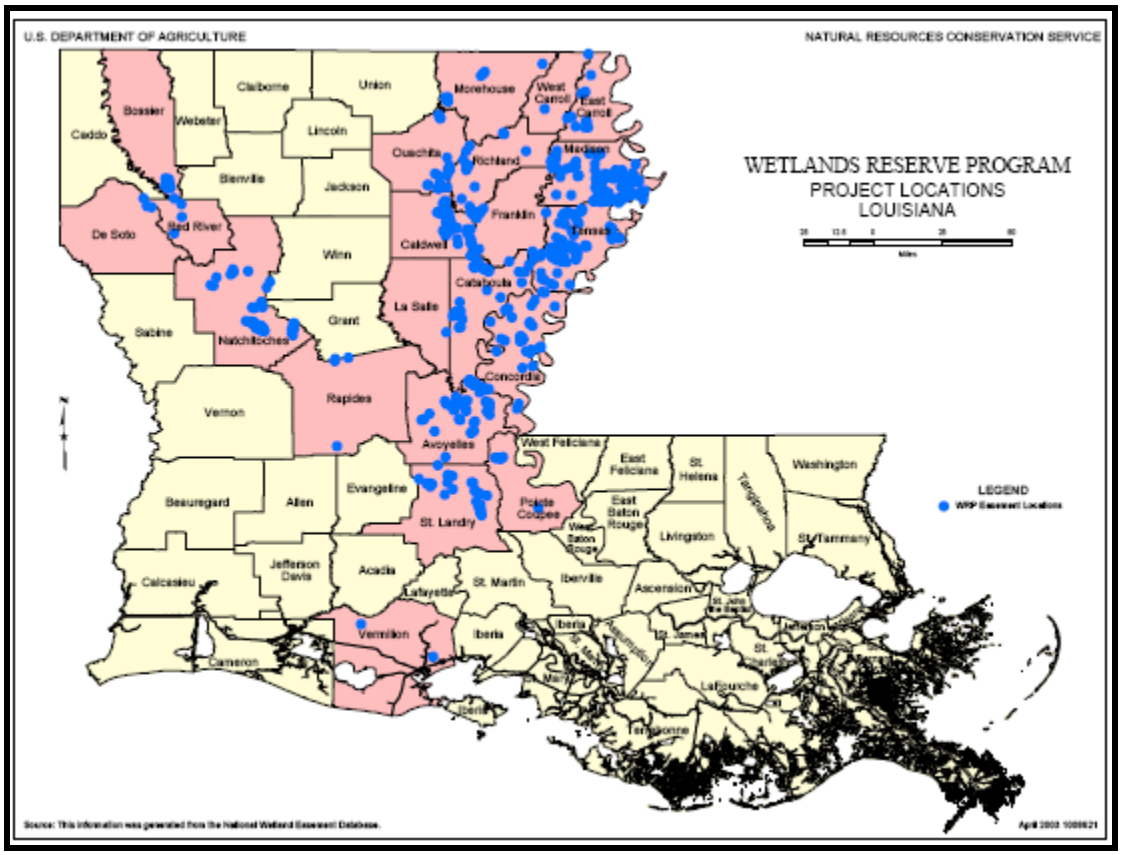


Fig. 4-1
PROPOSED STUDY LOCATION MAP

4.2.2 Property Enrolled in Wetlands Reserve Program

The Wetlands Reserve Program (WRP) was setup by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) to provide technical and financial assistance to landowners wishing to protect, restore, or enhance wetlands on their property. As shown in **Figure 4-2,** no WRP projects are located in St. Tammany Parish. Therefore, no WRP projects were found within or adjacent to the environment potentially impacted by the proposed project.



(Source: ://www.nrcs.usda.gov/programs/wrp/State_Maps_Stats/2003_index.)

Figure 4-2 – Louisiana Wetlands Reserve Program Project Location

In addition to the WRP, the Ecological Investigation Section of the Louisiana Department of Wildlife and Fisheries (LDWF) was contacted to assess the potential for wetland impacts should any of the proposed alternates be implemented. Wetland impacts in the proposed project area are not expected. However, coordination with the United States Army Corps of

Engineers (USACE) and the Louisiana Department of Natural Resources (LDNR) is recommended prior to commencing design within the project area. If wetland impacts are deemed unavoidable and the project is approved for design, the project could require compensatory mitigation. The extent and nature of the compensatory mitigation would be identified through the permit and coordination process with USACE and LDWF.

4.2.3 Community Elements

Community elements including cemeteries, churches, schools, public facilities, and public water supply and wells adjacent to and within the project areas were identified through field investigation, interviews of public officials and community members, internet search engines, and research of the websites listed in the Stage 0 Environmental Checklist. Cemeteries, churches, schools, and public facilities located adjacent to or within the planning areas are shown in **Figure 4-3** and further described below.

Cemeteries: *There are two cemeteries located along U.S. 190 within the study limits. Lafrene Cemetery is located in Lacombe on the south side of U.S. 190 and LA 434. Forest Lawn Cemetery is located in Slidell on the south side of U.S. 190 near Westminster and Carroll Rd.*

Churches: *There are several churches located near the study limits. However, only the following are located along U.S. 190 within the study limits: Living Word Assembly, First Baptist Church, Village Church-Lutheran, Peace Evangelical Lutheran Church, and Destiny Prayer Center.*

Schools: *There are several schools located near the study area; however, only a few are located within a block of U.S. 190 and there are not any schools located directly on U.S. 190 within the study limits.*

Public Facilities: *Many public facilities are located along U.S. 190 within the study limits. These public facilities include fire stations, libraries, post offices, nursing homes, and hospitals. The names and approximate locations of each of these facilities are located in* ***Figure 4-3.***

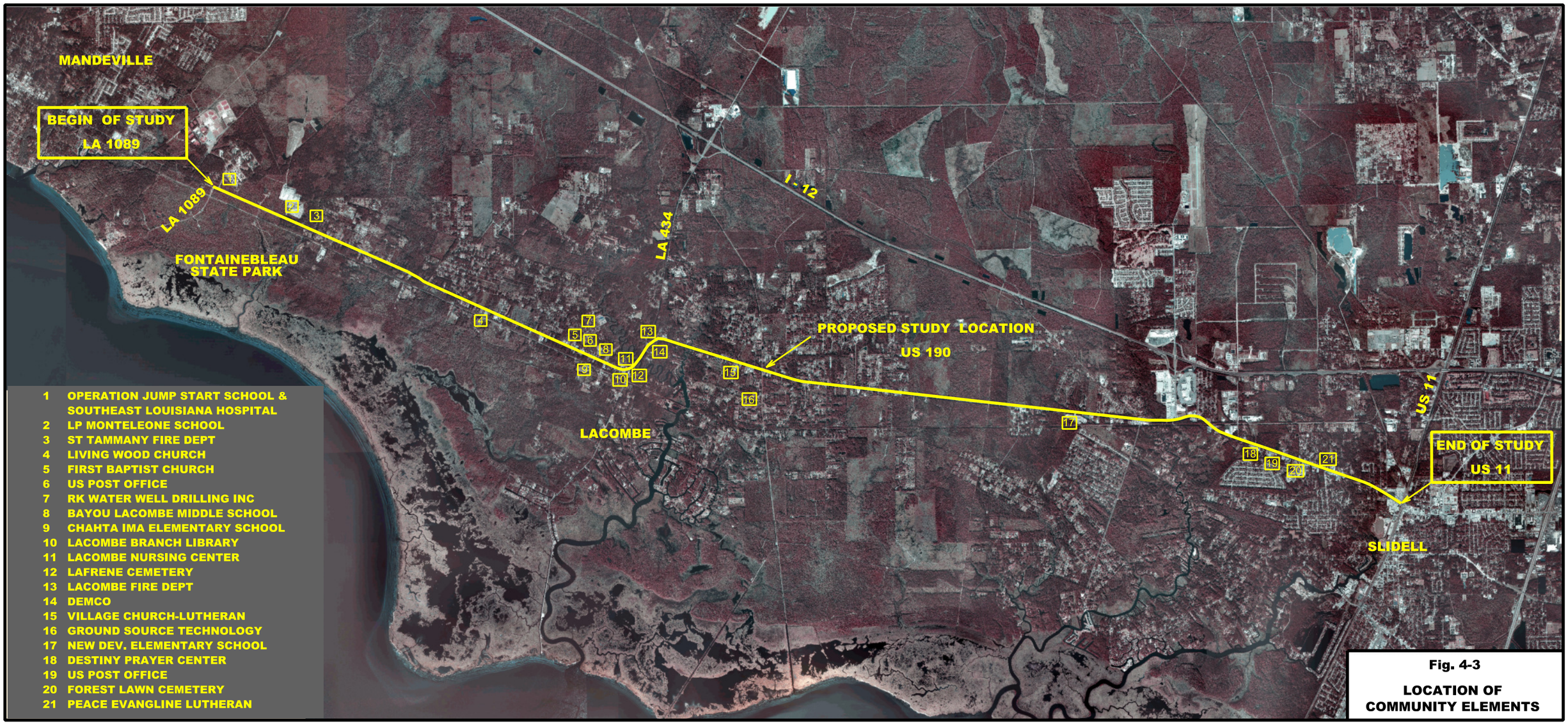
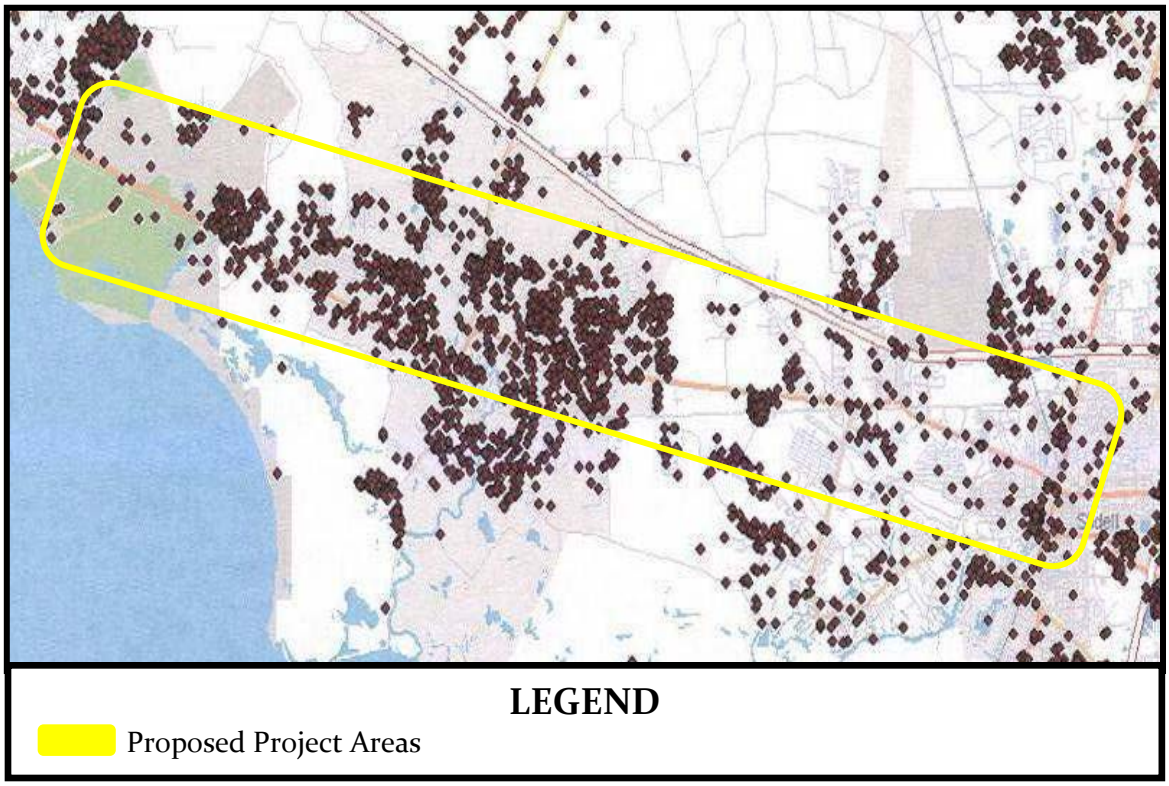


Fig. 4-3

LOCATION OF COMMUNITY ELEMENTS

Community Water Well / Supply: *According to the Louisiana Water Well Registry, several water wells are located within or adjacent to the project areas. These wells are schematically shown in **Figure 4-4.** A full listing of the wells shown in **Figure 4-4** is provided in **Appendix C.** The water wells identified are only those registered with the LADOTD. Additional wells may have been drilled within the area and not registered with the LADOTD. Any water wells impacted by the proposed project should be relocated or capped in a manner that would preserve groundwater quality.*



(Source as modified from: http://www.dotd.state.la.us/intermodal/wells/home.asp)

Figure 4-4: Map of Water Wells Registered through LADOTD

4.2.4 Section 4(f) Issues

Community elements that could pose potential Section 4(f) issues (which are certain properties that USDOT agencies are required by law to avoid, unless a prudent or feasible alternative is not available) were located through site investigation, internet search engines, and database research. The results of this research are summarized as follows:

Public Recreation: The Vesco Tennis Courts, Inc. is located along U.S. 190 in Lacombe. The St. Tammany Parish Recreation is located in Lacombe just a block north of U.S. 190 on Street.

Public Parks: Fontainebleau State Park and Fontainebleau State Park Preserve are located in Mandeville at LA 1089 and U.S. 190. Bayou Lacombe Park is located in the heart of Lacombe north of U.S. 190 near LA 1093-1.

Wildlife Refuges: St. Tammany Wildlife Refuge is located on the northern shore of Lake Pontchartrain adjacent to the Fontainebleau State Park in Mandeville, Louisiana.

Historic Sites: Fontainebleau State Park located at LA 1089 and U.S. 190 north and south of U.S. 190. Tchefuncte Site and Rankin House are located within Fontainebleau State Park. Cousin Francois House is located in Lacombe on Main Street south of U.S. 190. Lacombe Middle School north of U.S. 190 located on St. Joseph St.

4.2.5 National Register of Historic Places

As stated above there are several registered historic places near the project study area. None of these areas will be directly impacted. Additional information on the historic places is provided in **Appendix C.**

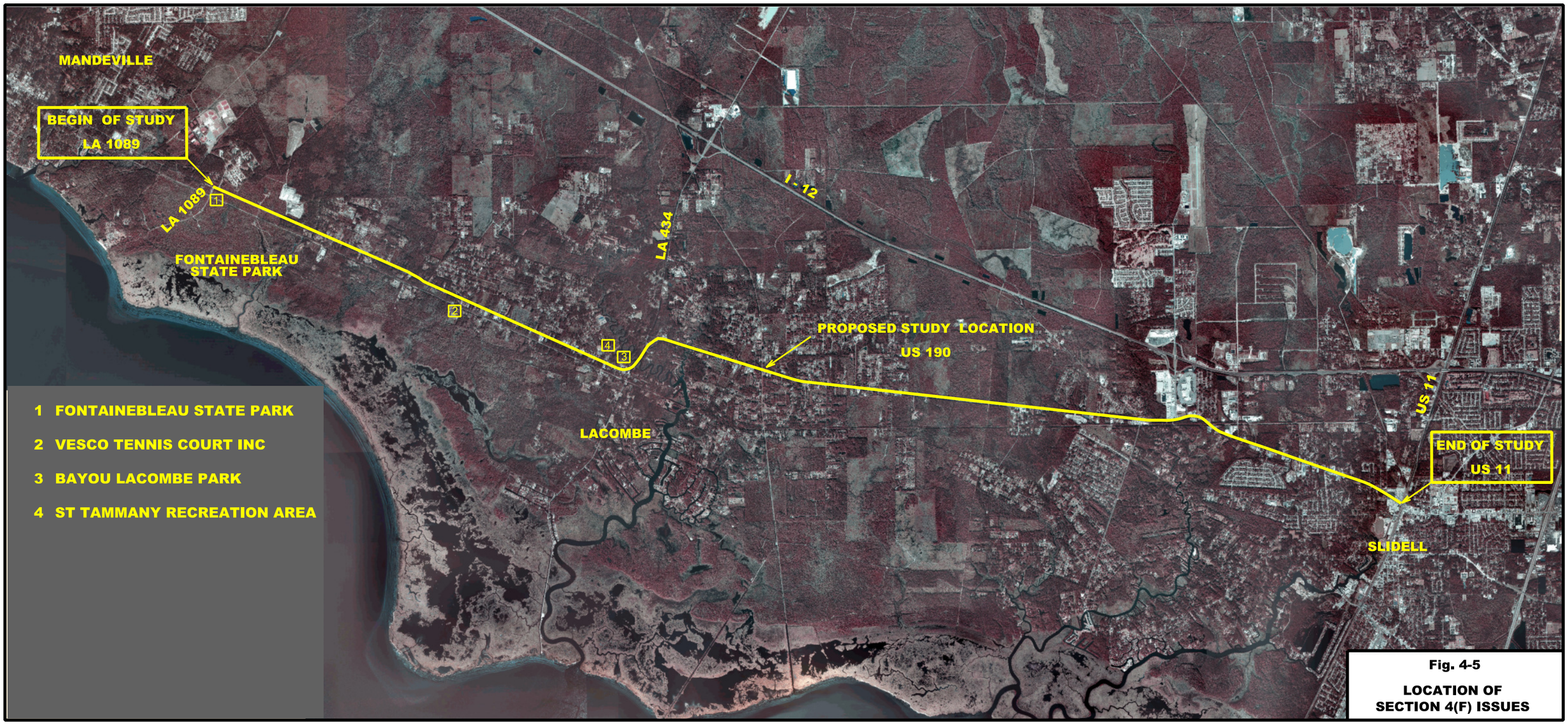


Fig. 4-5

LOCATION OF SECTION 4(F) ISSUES

4.2.6 Threatened or Endangered Species

An endangered species is defined as one that is in danger of becoming extinct throughout all of or a significant portion of its range. A threatened species is one that could become endangered in the near future.

No endangered species have been identified within the project study area, although St. Tammany Parish has many endangered species of wildlife in and around the Mandeville, Lacombe, and Slidell area. A more detailed inventory and evaluation is recommended during the Stage 1, Environmental Study. **Appendix C** has detailed list and description of Threatened and Endangered Species found throughout South Louisiana.

4.2.7 Louisiana Scenic Rivers Act

The Louisiana Scenic River Act was enacted in 1970 to preserve, protect, and enhance Louisiana's rivers, streams, and bayous for the future benefit of Louisiana's citizens. The Louisiana Scenic River Act prohibits certain activities in or near scenic water bodies. These activities include channelization, channel realignment, dredging, clearing and snagging, impoundments, and clear-cutting of timber within 100 feet of the low water mark. Activities that may pose significant ecological impact to protected waters such as the construction of piers, ramps, and bridges may require a permit from the LDWF. There are two scenic rivers located within this project study area. Bayou Cane is located between Mandeville and Lacombe just west of Lamieux Blvd., and Bayou Lacombe is located in Lacombe just west of LA 434.

4.2.8 Significant Tree Policy

The Significant Tree Policy is a directive established to govern the treatment of significant trees within the highway right-of-way, zone of construction or operational influence. A significant tree is a Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height, and has form that separates it from surrounding vegetation or that which may be considered historic. No significant trees have been identified during site investigations that would be affected by any of these proposed alternates.

4.2.9 Navigable Waterways

A navigable waterway is defined by the U.S. Army Corps of Engineers (USACE) as those waters subject to the ebb and flow of the tide and/or presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. There are five waterway crossings along the proposed study limits, four of the waterways are not navigable due to sufficient depth and width. However, the bridge at Bayou Lacombe has a 130 foot swing span section that is typically used for large boat traffic. Albeit obsolete, it appears this waterway was once considered navigable for commerce.

4.2.10 Hazardous Materials

The websites listed in the Stage 0 Environmental Checklist were consulted to identify any properties with a history of or potential for hazardous waste contamination onsite. Database research results for the items listed below are provided in **Appendix C**.

Leaking USTs: *No leaking underground storage tanks (USTs) were located within or adjacent to the project areas.*

USTs: *Russell's Quick Stop was shown on the Environmental Quality database for Underground Storage Tanks. This underground storage tank is located along Us 190 in Lacombe. There are no other known and potentially environmentally hazardous sites near the project study areas. No other UST's were observed within or adjacent to the project areas during the site investigation.*

CERCLIS: *Slidell Area House, Bayou Bonfouca in Slidell, Madisonville Creosote Works St. Tammany Parish, Southern Shipbuilding in Slidell was listed in the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), however none of these sites are located directly on US 190 within the study limits.*

ERNS: *The Emergency Response Notification System (ERNS) showed no qualified sites within or adjacent to the proposed project areas.*

E&C History: *No enforcement or compliance history issues were found within or adjacent to the proposed project areas.*

Industry: *Industries found within or adjacent to the project study area include Bayou Bonfouca in Slidell, Madisonville Creosote Works St. Tammany Parish, Southern Shipbuilding in Slidell were located on the internet search engine, but are not located near the project study area. Sunshine Cleaners is located along US 190 in Slidell just east of Northshore Blvd. No refineries, chemical plants, or landfill were located within or adjacent to the proposed project areas.*

4.2.11 Noise

Construction activities will result in moderate noise generation during the construction phase. The primary generator of noise will be during the driving of piles and during roadway construction using equipment used for grading and excavation activities. Construction related noise may be a nuisance, but will not pose long-term adverse effects on area residents or wildlife. As part of the contractor requirements, equipment used in construction activities should be muffled and most of the construction activities should be limited to daylight hours. The contractor should be required to meet all applicable Occupational Safety and Health Administration (OSHA) standards and state and local noise regulations.

During a future study phase of this project, current and future traffic noise levels in the area should be examined and appropriate noise abatement measures should be considered in sensitive areas to limit long-term noise impacts.

4.2.12 Air Quality

As with any major construction project demolition and, construction of roadway and bridges would have a temporary impact on air quality. The areas adjacent to and including the construction site could be exposed to

elevated levels of dust, hydrocarbons, carbon monoxide, and nitrogen oxide during the construction phase of the project. These elevated levels would be temporary and would subside upon completion of construction; thus, no long-term air quality impacts are expected due to construction activities. The generation of dust during the construction phase should be kept to a minimum by spraying water on disturbed surface areas, and limiting the duration that the exposed surfaces remain without vegetative or other cover.

The Louisiana Department of Environmental Quality (LDEQ) has an Ambient Air Monitoring Station located in St. Tammany Parish. This is a State and Local Air Monitoring station (SLAM) monitoring $_{.5.}$ This designation is the term Environmental Protection Agency (EPA) uses to describe the air quality in a given area for any of six common pollutants known as criteria pollutants. These pollutants are fine particles that are 2.5 micrometers in diameter and smaller and are also referred to as $_{.5}$. Prior to design, an air quality analysis should be performed to assess any long-term impacts on localized air quality from the proposed project. The results of this analysis should be compared against the National Ambient Air Quality Standards (NAAQS).

4.2.13 Floodplains

Flood Insurance Rate Maps (FIRM) of the area, available in **Appendix C**, were analyzed to determine potential impacts of the proposed improvements on the existing floodplain. The majority of land within the proposed project area is outside of the 500-year floodplain, however approximately 2-3 miles of US 190 west of Marie Stella Drive in Slidell is within the 500-year floodplain.

4.2.14 Utilities and Oil and Gas Wells

Impacts to utilities, utility relocation, and identification of financially responsible parties should be assessed during future stages and the design phase of the project. Any utilities that are located within the right of way will need to be relocated. No oil and gas wells were registered within or adjacent to the proposed project areas. Oil and gas well database research results as well as Utility Locations are provided in **Appendix C.**

4.2.15 Project Area Population

Based on 2000 Census data, the median household income for the City of Mandeville is $52,500, the Community of Lacombe is $37,782, the City of Slidell is $42,856. These incomes exceed the United States Department of Health and Human Services Poverty Guidelines. None of the proposed project areas were found to impact low income or minority populations. Additional Census data can be found in **Appendix C.**

4.2.16 Detours and Closures

Poplar Street is to be considered for closure at Cherry Street for Segment 4, Alternate 1. The location of the two intersecting streets is very near the roundabout at U.S 190 which also serves South Street which results in an odd intersection of three local streets. This would be accomplished by use of a dead end installation and routing Poplar Street traffic to Cherry Street a block to the north.

4.2.17 Potential Community Issues

4.2.17.1 Relocations

The number of residential and commercial relocations required should the implementation of any of the alternates are summarized in Table 4.1. Relocations and displacements should be kept to a minimum to limit impacts to the community. The typical section for each alternate has a provisional section that shows minimal right-of-way requirements with using provisional means such as curbing and subsurface drainage. Table 4.1 provides a listing for use of the provisional means throughout each alternate.

	Relocations
Segment 1 Alternate 1A (Provisional)	**6 (1)**
Segment 1 Alternate 1B (Provisional)	**6 (1)**
Segment 1 Alternate 2 (Provisional)	**10 (1)**
Segment 1 Alternate 3	**16**
Segment 2 Alternate 1 (Provisional)	**3 (1)**
Segment 2 Alternate 2	**1**

Segment 2 Alternate 3	**1**
Segment 3 Alternate 1A	**1**
Segment 3 Alternate 1B	**1**
Segment 3 Alternate 2 (Provisional)	**14 (2)**
Segment 4 Alternate 1	**4**
Segment 4 Alternate 2	**4**

Table 4.1 Summary of Relocations

4.3 Mitigation Issues and Cost

Direct or indirect impacts to jurisdictional wetlands require a U.S. Army Corps of Engineers permit under Section 404 of the Clean Water Act. As a part of the application process for the USACE permit, a Louisiana Water Quality Certification from the Department of Environmental Quality is also required. The evaluation of wetlands for the proposed alternates is to be determined in the Stage 1, Environmental Study.

4.4 Demographics

Census Bureau and Wikipedia provides various demographics for the City of Mandeville, Community of Lacombe, and City of Slidell. See **Appendix C** for additional information.

City of Mandeville:

a) Land area: 6.8 square miles;
b) Water area: 0.0 square miles;
c) Population: 12,421 (2008 estimate);
d) Population density: approx. 1826.6 per square mile;
e) Median age: 38 years;
f) Avg. household size: 2.46;
g) Median household income: $52,500;
h) Education: High School 18.2%, Bachelors Degree 27.5%;
i) Residences with income below poverty: 7.6%;

Community of Lacombe:

a) Land area: 26.7 square miles;
b) Water area: 0.8 square miles;
c) Population: 7,518 (2008 estimate);
d) Population density: approx. 281.4 per square mile;
e) Median age: 39 years;
f) Avg. household size: 2.69;
g) Median household income: $37,782;
h) Education: High School 31%, Bachelors Degree 12.7%;
i) Residences with income below poverty: 11.7%;

City of Slidell:

a) Land area: 11.8 square miles;
b) Water area: 0.3 square miles;
c) Population: 29,087 (2008 estimate);
d) Population density: approx. 2175.5 per square mile;
e) Median age: 37 years;
f) Avg. household size: 2.67;
g) Median household income: $42,856;
h) Education: High School 29.4%, Bachelors Degree 14.9%;
i) Residences with income below poverty: 11.8%;

4.5 Environmental Justice

Should transportation policies lend to an inequitable burden on the disadvantaged, the recourse is environmental justice. Though, no such condition is readily apparent in the project area.

Chapter 5 Preliminary Cost Study

5.1 Right-of-way Estimate

Based upon a review of current real estate listings, vacant land for required right-of-way in the area of Segment 4 was estimated at approximately $6 per square foot. In the rural areas of Segments 1 and 3 the estimate for right-of-way acquisition was approximately $1.50 per square foot. The following is a list of the required right-of-way for each proposed alternate and the associated costs:

		Relocation Cost in $	Right of Way Cost in $
1	**Segment 1 Alternate 1A**	**2,400,000**	**3,185,000**
2	**(Provisional)**	**400,000**	**2,925,000**
3	**Segment 1 Alternate 1B**	**2,400,000**	**3,120,000**
4	**(Provisional)**	**400,000**	**2,860,000**
5	**Segment 1 Alternate 2**	**4,000,000**	**4,485,000**
6	**(Provisional)**	**400,000**	**1,820,000**
7	**Segment 1 Alternate 3**	**6,400,000**	**5,395,000**
8	**Segment 2 Alternate 1**	**1,200,000**	**130,000**
9	**(Provisional)**	**400,000**	**130,000**
11	**Segment 2 Alternate 2**	**400,000**	**136,500**
12	**Segment 2 Alternate 3**	**400,000**	**260,000**
13	**Segment 3 Alternate 1A**	**400,000**	**3,185,000**
16	**Segment 3 Alternate 1B**	**400,000**	**3,250,000**
17	**Segment 3 Alternate 2**	**5,600,000**	**4,615,000**
18	**(Provisional)**	**800,000**	**2,405,000**
19	**Segment 4 Alternate 1**	**1,600,000**	**1,300,000**
20	**Segment 4 Alternate 2**	**1,600,000**	**3,120,000**

Table 5-1 Right-of-Way Costs

5.2 Utility Relocations

Typical utility relocations are required for each of the alternates. The proposed improvements along Hwy 190 will require several utilities to be relocated. Starting with the Electric utilities, Cleco will have 34.5 kV overhead, a 13.2 kV overhead and underground, a 7.62 kV overhead and underground and 20 kV overhead electric lines on the North side of U.S. 190 that will have to be addressed. There are several gas lines that may have to be relocated. Atmos has a 3" gas line that is located on the North side of U.S. 190 for the majority of the project. There are also 5 major petroleum gas lines that cross U.S. 190. There sizes are 26", 24", 20", 16", 30" and are located in Segment 3. These pipelines are owned by BP oil and Bayou Liberty. There are two fiber optic lines that may to have to relocated. They are owned by AT&T and Charter Communications. There are also several water lines and sewer lines near Slidell. The water lines are 8" and 10" and are owned by the City of Slidell. The Sewer line is a 4" sewer force main and it is also owned by the City of Slidell. Consequently, a contingency was added to the estimated construction cost estimate to account for utility relocations.

5.3 Environmental Studies

Though the environmental impacts of any of the three alternates do not appear to have significant impacts, the complexities of right-of-way acquisitions and relocations, and the reconfiguration of existing cross roads, it is apparent that an additional environmental review will be necessary to meet NEPA requirements. The cost estimates include possible requirements for each alternate, a categorical exclusion, an environmental assessment, and an environmental impact statement.

5.4 Design Engineering

The design of the project appears to be of average complexity; however, for estimating purposes, the cost for basic design services can be expressed as a percentage of the construction cost. Typically, the ASCE median compensation curve may be appropriate for fee determinations.

The following is a list of the Project Estimate of Probable Costs in $ for all Alternates:

		CONSTRUCTION	REAL ESTATE	UTILITIES	GEOTECHNICAL	ENGINEERING	ENVIRONMENTAL	TOTAL
1	**SEG 1 ALT 1A**	16,783,000	5,585,000	672,000	336,000	1,678,000	504,000	25,558,000
2	**Provisional**	17,604,000	3,325,000	704,000	352,000	1,760,000	528,000	24,273,000
3	**SEG 1 ALT 1B**	18,039,000	5,520,000	722,000	361,000	1,804,000	541,000	26,987,000
4	**Provisional**	18,816,000	3,260,000	753,000	376,000	1,882,000	564,000	25,651,000
5	**SEG 1 ALT 2**	24,489,000	8,485,000	980,000	490,000	2,449,000	735,000	37,628,000
6	**Provisional**	33,155,000	3,325,000	1,326,000	663,000	3,316,000	995,000	42,780,000
7	**SEG 1 ALT 3**	23,883,000	11,795,000	955,000	478,000	2,388,000	716,000	40,215,000
8	**SEG 2 ALT 1**	9,241,000	1,330,000	370,000	185,000	924,000	277,000	12,327,000
9	**Provisional**	9,132,000	530,000	365,000	183,000	913,000	274,000	11,397,000
11	**SEG 2 ALT 2**	9,420,000	660,000	377,000	188,000	942,000	283,000	11,870,000
12	**SEG 2 ALT 3**	8,964,000	660,000	359,000	179,000	896,000	269,000	11,327,000
13	**SEG 3 ALT 1A**	19,073,000	3,585,000	763,000	381,000	1,907,000	572,000	26,281,000
16	**SEG 3 ALT 1B**	20,682,000	1,365,000	827,000	414,000	2,068,000	620,000	25,976,000
17	**SEG 3 ALT 2**	26,716,000	10,215,000	1,069,000	535,000	2,672,000	801,000	42,008,000
18	**Provisional**	28,915,000	3,205,000	1,157,000	578,000	2,892,000	867,000	37,614,000
19	**SEG 4 ALT 1**	22,380,000	2,900,000	895,000	448,000	2,238,000	671,000	29,532,000
20	**SEG 4 ALT 2**	22,419,000	4,720,000	897,000	448,000	2,242,000	673,000	31,399,000

Table 5-2 Summary of Project Estimate of Probable Cost

5.5 Funding Sources

2008 State surplus funds are paying for this Stage 0, Feasibility Study. Road, Bridge, and Port projects across Louisiana will get $695 million in funding from these Surplus Funds. Presently, there are no funds allocated for this study to move to Stage 1, Environmental. However, other earmark funds may become available to allow this study to become a project and to advance through the planning process. State and local bonds may become available as well.

PRELIMINARY OPINION OF PROBABLE COST						
SEGMENT 1 - ALTERNATE 1A						
OPTION 1 (TWO LANE ROADWAY, 22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH)						
1	30000					
ITEM	**DESCRIPTION**	**PAY UNIT**	**QTY**	**UNIT COST**	**COST**	**PROJECT COST**
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 517,000.00	$ 517,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 28,000.00	$ 28,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	93,333	$ 6.00	$ 559,999.80	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT		$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	53,333	$ 3.06	$ 163,198.98	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	167,333	$ 5.68	$ 950,451.44	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	60,000	$ 1.95	$ 116,760.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	53,333	$ 13.75	$ 733,328.75	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	80,000	$ 13.75	$ 1,100,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	53,333	$ 17.49	$ 932,591.50	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	80,000	$ 55.32	$ 4,425,600.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	0	$ 119.73	$ -	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	60,000	$ 22.72	$ 1,363,200.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	120,000	$ 0.56	$ 66,912.00	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	8	$ 2,622.80	$ 20,982.42	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	8	$ 2,339.94	$ 18,719.53	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	3,200	$ 99.51	$ 318,435.84	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	120	$ 927.46	$ 111,294.96	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	248	$ 749.01	$ 185,680.07	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,896	$ 81.21	$ 153,967.71	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	87,474	$ 1.24	$ 108,152.85	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	480	$ 72.73	$ 34,911.26	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 12,910,364.23**	**$ 12,910,364.23**
	CONTINGENCY	LUMP SUM		30%	$ 3,873,109.27	$ 3,873,109.27
				TOTAL CONSTRUCTION COST	**$ 16,783,473.50**	**$ 16,783,473.50**
	REQUIRED RIGHT OF WAY	ACRE	49	$ 65,000.00	$ 3,185,000.00	
	RELOCATIONS	EACH	6	$ 400,000.00	$ 2,400,000.00	
				TOTAL REAL ESTATE COST	**$ 5,585,000.00**	**$ 5,585,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 671,338.94	
	GEOTECHNICAL	LUMP SUM		2%	$ 335,669.47	
	ENGINEERING	LUMP SUM		10%	$ 1,678,347.35	
	ENVIRONMENTAL	LUMP SUM		3%	$ 503,504.20	
				TOTAL ENGINEERING COST	**$ 3,188,859.96**	**$ 3,188,859.96**
				SEGMENT 1, ALTERNATE 1A, OPTION 1 - TOTAL COST		**$ 25,557,333.46**
					USE	**$ 25,558,000.00**

PRELIMINARY OPINION OF PROBABLE COST

SEGMENT 1 - ALTERNATE 1A

OPTION 2 (TWO LANE ROADWAY WITH 22 FT MEDIAN, 8 FT SHOULDERS, PROVISIONAL CURB & GUTTER)

2 30000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 497,000.00	$ 497,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 28,000.00	$ 28,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	93,333	$ 6.00	$ 559,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	49,333	$ 3.06	$ 150,958.98	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	167,333	$ 5.68	$ 950,451.44	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	60,000	$ 1.95	$ 116,760.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	53,333	$ 13.75	$ 733,328.75	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	80,000	$ 13.75	$ 1,100,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	53,333	$ 17.49	$ 932,591.50	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	80,000	$ 55.32	$ 4,425,600.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	4,500	$ 119.73	$ 538,785.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	64,500	$ 22.72	$ 1,465,440.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	120,000	$ 0.56	$ 66,912.00	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	20	$ 2,622.80	$ 52,456.04	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	3,200	$ 99.51	$ 318,435.84	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	120	$ 927.46	$ 111,294.96	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	248	$ 749.01	$ 185,754.98	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,896	$ 81.21	$ 153,967.71	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	87,474	$ 1.24	$ 108,152.85	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	480	$ 72.73	$ 34,911.26	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 13,541,336.19**	**$ 13,541,336.19**
	CONTINGENCY	LUMP SUM		30%	$ 4,062,400.86	$ 4,062,400.86
				TOTAL CONSTRUCTION COST	**$ 17,603,737.04**	**$ 17,603,737.04**
	REQUIRED RIGHT OF WAY	ACRE	45	$ 65,000.00	$ 2,925,000.00	
	RELOCATIONS	EACH	1	$ 400,000.00	$ 400,000.00	
				TOTAL REAL ESTATE COST	**$ 3,325,000.00**	**$ 3,325,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 704,149.48	
	GEOTECHNICAL	LUMP SUM		2%	$ 352,074.74	
	ENGINEERING	LUMP SUM		10%	$ 1,760,373.70	
	ENVIRONMENTAL	LUMP SUM		3%	$ 528,112.11	
				TOTAL ENGINEERING COST	**$ 3,344,710.04**	**$ 3,344,710.04**
				SEGMENT 1, ALTERNATE 1A, OPTION 2 - TOTAL COST		**$ 24,273,447.08**
					USE	**$ 24,273,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 1 - ALTERNATE 1B
OPTION 1 (TWO LANE ROADWAY WITH ROUNDABOUTS, 22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH)

3 30000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 517,000.00	$ 517,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 28,000.00	$ 28,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	93,333	$ 6.00	$ 559,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	70,444	$ 3.06	$ 215,558.64	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	167,333	$ 5.68	$ 950,451.44	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	60,000	$ 1.95	$ 116,760.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	53,333	$ 13.75	$ 733,328.75	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	80,000	$ 13.75	$ 1,100,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	53,333	$ 17.49	$ 932,591.50	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	80,000	$ 55.32	$ 4,425,600.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	5,600	$ 119.73	$ 670,488.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	70,500	$ 22.72	$ 1,601,760.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	7	$ 2,384.00	$ 16,688.00	
730-07-1000	LUMINAIRE	EACH	7	$ 989.47	$ 6,926.29	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	120,000	$ 0.56	$ 66,912.00	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	0	$ 48.01	$ -	
702-03-0100	CATCH BASINS (CB-01)	EACH	8	$ 2,622.80	$ 20,982.42	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	3,200	$ 99.51	$ 318,435.84	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	120	$ 927.46	$ 111,294.96	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	248	$ 749.01	$ 185,754.98	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,896	$ 81.21	$ 153,967.71	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	87,474	$ 1.24	$ 108,152.85	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	480	$ 72.73	$ 34,911.26	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 13,876,497.93**	**$ 13,876,497.93**
	CONTINGENCY	LUMP SUM		30%	$ 4,162,949.38	$ 4,162,949.38
				TOTAL CONSTRUCTION COST	**$ 18,039,447.31**	**$ 18,039,447.31**
	REQUIRED RIGHT OF WAY	ACRE	48	$ 65,000.00	$ 3,120,000.00	
	RELOCATIONS	EACH	6	$ 400,000.00	$ 2,400,000.00	
				TOTAL REAL ESTATE COST	**$ 5,520,000.00**	**$ 5,520,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 721,577.89	
	GEOTECHNICAL	LUMP SUM		2%	$ 360,788.95	
	ENGINEERING	LUMP SUM		10%	$ 1,803,944.73	
	ENVIRONMENTAL	LUMP SUM		3%	$ 541,183.42	
				TOTAL ENGINEERING COST	**$ 3,427,494.99**	**$ 3,427,494.99**
					SEGMENT 1, ALTERNATE 1B, OPTION 1 - TOTAL COST	**$ 26,986,942.30**
					USE	**$ 26,987,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 1 - ALTERNATE 1B
OPTION 2 (TWO LANE ROADWAY WITH ROUNDABOUTS, 22 FT MEDIAN, 8 FT SHOULDERS, PROVISIONAL CURB & GUTTER)

4 30000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 497,000.00	$ 497,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 28,000.00	$ 28,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	93,333	$ 6.00	$ 559,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	49,333	$ 3.06	$ 150,958.98	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	167,333	$ 5.68	$ 950,451.44	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	60,000	$ 1.95	$ 116,760.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	53,333	$ 13.75	$ 733,328.75	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	80,000	$ 13.75	$ 1,100,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	53,333	$ 17.49	$ 932,591.50	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	80,000	$ 55.32	$ 4,425,600.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	10,100	$ 119.73	$ 1,209,273.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	75,000	$ 22.72	$ 1,704,000.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	7	$ 2,384.00	$ 16,688.00	
730-07-1000	LUMINAIRE	EACH	7	$ 989.47	$ 6,926.29	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	120,000	$ 0.56	$ 66,912.00	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	20	$ 2,622.80	$ 52,456.04	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	3,200	$ 99.51	$ 318,435.84	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	120	$ 927.46	$ 111,294.96	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	248	$ 749.01	$ 185,754.98	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,896	$ 81.21	$ 153,967.71	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	87,474	$ 1.24	$ 108,152.85	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	480	$ 72.73	$ 34,911.26	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 14,473,998.48**	**$ 14,473,998.48**
	CONTINGENCY	LUMP SUM		30%	$ 4,342,199.54	$ 4,342,199.54
				TOTAL CONSTRUCTION COST	**$ 18,816,198.02**	**$ 18,816,198.02**
	REQUIRED RIGHT OF WAY	ACRE	44	$ 65,000.00	$ 2,860,000.00	
	RELOCATIONS	EACH	1	$ 400,000.00	$ 400,000.00	
				TOTAL REAL ESTATE COST	**$ 3,260,000.00**	**$ 3,260,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 752,647.92	
	GEOTECHNICAL	LUMP SUM		2%	$ 376,323.96	
	ENGINEERING	LUMP SUM		10%	$ 1,881,619.80	
	ENVIRONMENTAL	LUMP SUM		3%	$ 564,485.94	
				TOTAL ENGINEERING COST	**$ 3,575,077.62**	**$ 3,575,077.62**
					SEGMENT 1, ALTERNATE 1B, OPTION 2 - TOTAL COST	**$ 25,651,275.65**
					USE	**$ 25,651,000.00**

PRELIMINARY OPINION OF PROBABLE COST

SEGMENT 1 - ALTERNATE 2

OPTION 1 (FOUR LANE ROADWAY WITH MEDIAN OPENINGS, 22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH)

5 30000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 620,000.00	$ 620,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 28,000.00	$ 28,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	93,333	$ 6.00	$ 559,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	91,556	$ 3.06	$ 280,161.36	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	199,333	$ 5.68	$ 1,132,211.44	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	60,000	$ 1.95	$ 116,760.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	53,333	$ 13.75	$ 733,328.75	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	160,000	$ 13.75	$ 2,200,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	53,333	$ 17.49	$ 932,591.50	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	160,000	$ 55.32	$ 8,851,200.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	0	$ 119.73	$ -	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	60,000	$ 22.72	$ 1,363,200.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	120,000	$ 0.56	$ 66,912.00	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	60,000	$ 0.16	$ 9,498.00	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	8	$ 2,622.80	$ 20,982.42	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	3,200	$ 99.51	$ 318,435.84	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	120	$ 927.46	$ 111,294.96	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	248	$ 749.01	$ 185,754.98	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,896	$ 81.21	$ 153,967.71	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	87,474	$ 1.24	$ 108,152.85	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	480	$ 72.73	$ 34,911.26	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 18,837,897.94**	**$ 18,837,897.94**
	CONTINGENCY	LUMP SUM	30%		$ 5,651,369.38	$ 5,651,369.38
				TOTAL CONSTRUCTION COST	**$ 24,489,267.33**	**$ 24,489,267.33**
	REQUIRED RIGHT OF WAY	ACRE	69	$ 65,000.00	$ 4,485,000.00	
	RELOCATIONS	EACH	10	$ 400,000.00	$ 4,000,000.00	
				TOTAL REAL ESTATE COST	**$ 8,485,000.00**	**$ 8,485,000.00**
	RELOCATION OF UTILITIES	LUMP SUM	4%		$ 979,570.69	
	GEOTECHNICAL	LUMP SUM	2%		$ 489,785.35	
	ENGINEERING	LUMP SUM	10%		$ 2,448,926.73	
	ENVIRONMENTAL	LUMP SUM	3%		$ 734,678.02	
				TOTAL ENGINEERING COST	**$ 4,652,960.79**	**$ 4,652,960.79**
				SEGMENT 1, ALTERNATE 2, OPTION 1 - TOTAL COST		**$ 37,627,228.12**
					USE	**$ 37,627,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 1 - ALTERNATE 2
OPTION 2 (FOUR LANE ROADWAY WITH MEDIAN OPENINGS, 22 FT MEDIAN, NO SHOULDERS, PROVISIONAL CURB & GUTTER)

6 30000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 413,000.00	$ 413,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 28,000.00	$ 28,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	93,333	$ 6.00	$ 559,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	0	$ 3.06	$ -	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	178,000	$ 5.68	$ 1,011,040.00	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	60,000	$ 1.95	$ 116,760.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	0	$ 13.75	$ -	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	160,000	$ 13.75	$ 2,200,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	0	$ 17.49	$ -	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	160,000	$ 55.32	$ 8,851,200.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	60,000	$ 119.73	$ 7,183,800.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	120,000	$ 22.72	$ 2,726,400.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	120,000	$ 0.56	$ 66,912.00	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	60,000	$ 0.16	$ 9,498.00	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	158	$ 2,622.80	$ 414,402.72	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	3,200	$ 99.51	$ 318,435.84	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	120	$ 927.46	$ 111,294.96	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	248	$ 749.01	$ 185,754.98	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,896	$ 81.21	$ 153,967.71	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	87,474	$ 1.24	$ 108,152.85	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	480	$ 72.73	$ 34,911.26	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 25,504,065.19**	**$ 25,504,065.19**
	CONTINGENCY	LUMP SUM		30%	$ 7,651,219.56	$ 7,651,219.56
				TOTAL CONSTRUCTION COST	**$ 33,155,284.75**	**$ 33,155,284.75**
	REQUIRED RIGHT OF WAY	ACRE	28	$ 65,000.00	$ 1,820,000.00	
	RELOCATIONS	EACH	1	$ 400,000.00	$ 400,000.00	
				TOTAL REAL ESTATE COST	**$ 2,220,000.00**	**$ 2,220,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 1,326,211.39	
	GEOTECHNICAL	LUMP SUM		2%	$ 663,105.69	
	ENGINEERING	LUMP SUM		10%	$ 3,315,528.47	
	ENVIRONMENTAL	LUMP SUM		3%	$ 994,658.54	
				TOTAL ENGINEERING COST	**$ 6,299,504.10**	**$ 6,299,504.10**
					SEGMENT 1, ALTERNATE 2, OPTION 2 - TOTAL COST	**$ 41,674,788.85**
					USE	**$ 41,675,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 1 - ALTERNATE 3
(FOUR LANE ROADWAY WITH 42 FT DEPRESSED MEDIAN, OPEN DITCH)

7 30000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 57,000.00	$ 689,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 57,000.00	$ 28,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	93,333	$ 6.00	$ 559,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	105,889	$ 3.06	$ 324,020.34	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	190,667	$ 5.68	$ 1,082,988.56	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	60,000	$ 1.95	$ 116,760.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	80,000	$ 13.75	$ 1,099,993.13	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	160,000	$ 13.75	$ 2,200,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	80,000	$ 17.49	$ 1,398,896.00	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	160,000	$ 55.32	$ 8,851,200.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	0	$ 119.73	$ -	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	0	$ 22.72	$ -	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	120,000	$ 0.56	$ 66,912.00	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	60,000	$ 0.16	$ 9,498.00	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	8	$ 2,622.80	$ 20,982.42	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	3,200	$ 99.51	$ 318,435.84	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	120	$ 927.46	$ 111,294.96	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	248	$ 749.01	$ 185,754.98	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,896	$ 81.21	$ 153,967.71	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	87,474	$ 1.24	$ 108,152.85	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	480	$ 72.73	$ 34,911.26	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 18,371,302.91**	**$ 18,371,302.91**
	CONTINGENCY	LUMP SUM		30%	$ 5,511,390.87	$ 5,511,390.87
				TOTAL CONSTRUCTION COST	**$ 23,882,693.79**	**$ 23,882,693.79**
	REQUIRED RIGHT OF WAY	ACRE	83	$ 65,000.00	$ 5,395,000.00	
	RELOCATIONS	EACH	16	$ 400,000.00	$ 6,400,000.00	
				TOTAL REAL ESTATE COST	**$ 11,795,000.00**	**$ 11,795,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 955,307.75	
	GEOTECHNICAL	LUMP SUM		2%	$ 477,653.88	
	ENGINEERING	LUMP SUM		10%	$ 2,388,269.38	
	ENVIRONMENTAL	LUMP SUM		3%	$ 716,480.81	
				TOTAL ENGINEERING COST	**$ 4,537,711.82**	**$ 4,537,711.82**
					SEGMENT 1, ALTERNATE 3 - TOTAL COST	**$ 40,215,405.61**
					USE	**$ 40,215,000.00**

PRELIMINARY OPINION OF PROBABLE COST

SEGMENT 2 - ALTERNATE 1

OPTION 1 (TWO LANE ROADWAY WITH ROUNDABOUTS, 6-22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH)

8 8000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 98,000.00	$ 98,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 8,000.00	$ 8,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	21,333	$ 6.00	$ 127,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	2,667	$ 3.06	$ 8,161.02	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	2,000	$ 9.33	$ 18,660.00	
203-03-00100	EMBANKMENT	CUBIC YARD	36,622	$ 5.68	$ 208,012.96	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	16,000	$ 1.95	$ 31,136.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	14,222	$ 13.75	$ 195,552.50	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	21,333	$ 13.75	$ 293,328.75	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	14,222	$ 17.49	$ 248,688.74	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	21,333	$ 55.32	$ 1,180,141.56	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	14,600	$ 119.73	$ 1,748,058.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	26,000	$ 22.72	$ 590,720.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	2	$ 2,384.00	$ 4,768.00	
730-07-1000	LUMINAIRE	EACH	2	$ 989.47	$ 1,978.94	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	32,000	$ 0.56	$ 17,843.20	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	2	$ 25,995.83	$ 51,991.66	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	600	$ 14.00	$ 8,400.96	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	49	$ 2,622.80	$ 128,517.30	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	4,000	$ 99.51	$ 398,044.80	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	136	$ 927.46	$ 126,134.29	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	372	$ 749.01	$ 278,632.46	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	2,844	$ 81.21	$ 230,951.57	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	122,505	$ 1.24	$ 151,465.18	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	720	$ 72.73	$ 52,366.90	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 7,108,759.65**	**$ 7,108,759.65**
	CONTINGENCY	LUMP SUM		30%	$ 2,132,627.90	$ 2,132,627.90
				TOTAL CONSTRUCTION COST	**$ 9,241,387.55**	**$ 9,241,387.55**
	REQUIRED RIGHT OF WAY	ACRE	2	$ 65,000.00	$ 130,000.00	
	RELOCATIONS	EACH	3	$ 400,000.00	$ 1,200,000.00	
				TOTAL REAL ESTATE COST	**$ 1,330,000.00**	**$ 1,330,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 369,655.50	
	GEOTECHNICAL	LUMP SUM		2%	$ 184,827.75	
	ENGINEERING	LUMP SUM		10%	$ 924,138.75	
	ENVIRONMENTAL	LUMP SUM		3%	$ 277,241.63	
				TOTAL ENGINEERING COST	**$ 1,755,863.63**	**$ 1,755,863.63**
				SEGMENT 2, ALTERNATE 1, OPTION 1 - TOTAL COST		**$ 12,327,251.18**
					USE	**$ 12,327,000.00**

PRELIMINARY OPINION OF PROBABLE COST

SEGMENT 2 - ALTERNATE 1

OPTION 2 (TWO LANE ROADWAY WITH ROUNDABOUTS, 6- 22 FT MEDIAN, 8 FT SHOULDERS, PROVISIONAL CURB & GUTTER)

9 8000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 95,000.00	$ 95,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 8,000.00	$ 8,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	21,333	$ 6.00	$ 127,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	0	$ 3.06	$ -	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	36,622	$ 5.68	$ 208,012.96	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	16,000	$ 1.95	$ 31,136.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	14,222	$ 13.75	$ 195,552.50	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	21,333	$ 13.75	$ 293,328.75	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	14,222	$ 17.49	$ 248,688.74	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	21,333	$ 55.32	$ 1,180,141.56	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	14,600	$ 119.73	$ 1,748,058.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	26,000	$ 22.72	$ 590,720.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	1	$ 2,384.00	$ 2,384.00	
730-07-1000	LUMINAIRE	EACH	1	$ 989.47	$ 989.47	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	32,000	$ 0.56	$ 17,843.20	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	49	$ 2,622.80	$ 128,517.30	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	4,000	$ 99.51	$ 398,044.80	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	136	$ 927.46	$ 126,134.29	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	372	$ 749.01	$ 278,632.46	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	2,844	$ 81.21	$ 230,951.57	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	122,505	$ 1.24	$ 151,465.18	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	720	$ 72.73	$ 52,366.90	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 7,024,502.54**	**$ 7,024,502.54**
	CONTINGENCY	LUMP SUM	30%		$ 2,107,350.76	$ 2,107,350.76
				TOTAL CONSTRUCTION COST	**$ 9,131,853.30**	**$ 9,131,853.30**
	REQUIRED RIGHT OF WAY	ACRE	2	$ 65,000.00	$ 130,000.00	
	RELOCATIONS	EACH	1	$ 400,000.00	$ 400,000.00	
				TOTAL REAL ESTATE COST	**$ 530,000.00**	**$ 530,000.00**
	RELOCATION OF UTILITIES	LUMP SUM	4%		$ 365,274.13	
	GEOTECHNICAL	LUMP SUM	2%		$ 182,637.07	
	ENGINEERING	LUMP SUM	10%		$ 913,185.33	
	ENVIRONMENTAL	LUMP SUM	3%		$ 273,955.60	
				TOTAL ENGINEERING COST	**$ 1,735,052.13**	**$ 1,735,052.13**
				SEGMENT 2, ALTERNATE 1, OPTION 2 - TOTAL COST		**$ 11,396,905.43**
					USE	**$ 11,397,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 2 - ALTERNATE 2
(FOUR LANE ROADWAY WITH ONE ROUNDABOUT, 6 - 22 FT MEDIAN, 8 FT SHOULDERS)

11 8000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 96,000.00	$ 96,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 8,000.00	$ 8,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	21,334	$ 6.00	$ 128,004.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	4,267	$ 3.06	$ 13,057.02	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	39,022	$ 5.68	$ 221,644.96	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	16,000	$ 1.95	$ 31,136.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	8,889	$ 13.75	$ 122,223.75	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	30,667	$ 13.75	$ 421,671.25	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	8,889	$ 17.49	$ 155,434.83	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	30,667	$ 55.32	$ 1,696,498.44	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	12,000	$ 119.73	$ 1,436,760.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	24,000	$ 22.72	$ 545,280.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	2	$ 2,384.00	$ 4,768.00	
730-07-1000	LUMINAIRE	EACH	2	$ 989.47	$ 1,978.94	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	32,000	$ 0.56	$ 17,843.20	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	8,000	$ 0.16	$ 1,266.40	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	2	$ 25,995.83	$ 51,991.66	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	600	$ 14.00	$ 8,400.96	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	52	$ 2,622.80	$ 136,385.70	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	4,000	$ 99.51	$ 398,044.80	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	136	$ 927.46	$ 126,134.29	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	372	$ 749.01	$ 278,632.46	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	2,844	$ 81.21	$ 230,951.57	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	122,505	$ 1.24	$ 151,465.18	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	720	$ 72.73	$ 52,366.90	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 7,246,477.18**	**$ 7,246,477.18**
	CONTINGENCY	LUMP SUM		30%	$ 2,173,943.15	$ 2,173,943.15
				TOTAL CONSTRUCTION COST	**$ 9,420,420.34**	**$ 9,420,420.34**
	REQUIRED RIGHT OF WAY	ACRE	4	$ 65,000.00	$ 260,000.00	
	RELOCATIONS	EACH	1	$ 400,000.00	$ 400,000.00	
				TOTAL REAL ESTATE COST	**$ 660,000.00**	**$ 660,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 376,816.81	
	GEOTECHNICAL	LUMP SUM		2%	$ 188,408.41	
	ENGINEERING	LUMP SUM		10%	$ 942,042.03	
	ENVIRONMENTAL	LUMP SUM		3%	$ 282,612.61	
				TOTAL ENGINEERING COST	**$ 1,789,879.86**	**$ 1,789,879.86**
					SEGMENT 2, ALTERNATE 2 - TOTAL COST	**$ 11,870,300.20**
					USE	**$ 11,870,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 2 - ALTERNATE 3
(THREE LANE VARIED ROADWAY WITH TWO-WAY LEFT TURN, 8 FT SHOULDERS, CURB & GUTTER)

12 8000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 94,000.00	$ 94,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 8,000.00	$ 8,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	21,333	$ 6.00	$ 127,998.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	0	$ 3.06	$ -	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	25,600	$ 5.68	$ 145,408.00	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	16,000	$ 1.95	$ 31,136.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	14,222	$ 13.75	$ 195,552.50	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	21,333	$ 13.75	$ 293,328.75	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	14,222	$ 17.49	$ 248,688.74	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	21,333	$ 55.32	$ 1,180,141.56	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	16,000	$ 119.73	$ 1,915,680.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	16,000	$ 22.72	$ 363,520.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	32,000	$ 0.56	$ 17,843.20	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	48	$ 2,622.80	$ 125,894.50	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	4,000	$ 99.51	$ 398,044.80	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	136	$ 927.46	$ 126,134.29	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	372	$ 749.01	$ 278,632.46	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	2,844	$ 81.21	$ 230,951.57	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	122,505	$ 1.24	$ 151,465.18	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	720	$ 72.73	$ 52,366.90	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 6,895,323.31**	**$ 6,895,323.31**
	CONTINGENCY	LUMP SUM		30%	$ 2,068,596.99	$ 2,068,596.99
				TOTAL CONSTRUCTION COST	**$ 8,963,920.30**	**$ 8,963,920.30**
	REQUIRED RIGHT OF WAY	ACRE	4	$ 65,000.00	$ 260,000.00	
	RELOCATIONS	EACH	1	$ 400,000.00	$ 400,000.00	
				TOTAL REAL ESTATE COST	**$ 660,000.00**	**$ 660,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 358,556.81	
	GEOTECHNICAL	LUMP SUM		2%	$ 179,278.41	
	ENGINEERING	LUMP SUM		10%	$ 896,392.03	
	ENVIRONMENTAL	LUMP SUM		3%	$ 268,917.61	
				TOTAL ENGINEERING COST	**$ 1,703,144.86**	**$ 1,703,144.86**
					SEGMENT 2, ALTERNATE 3 - TOTAL COST	**$ 11,327,065.16**
					USE	**$ 11,327,000.00**

PRELIMINARY OPINION OF PROBABLE COST

SEGMENT 3 - ALTERNATE 1A

(TWO LANE ROADWAY WITH MEDIAN OPENINGS,22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH)

13 31000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 534,000.00	$ 534,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 29,000.00	$ 29,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	82,667	$ 6.00	$ 496,002.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	53,156	$ 3.06	$ 162,657.36	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	2,000	$ 9.33	$ 18,660.00	
203-03-00100	EMBANKMENT	CUBIC YARD	172,911	$ 5.68	$ 982,134.48	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	62,000	$ 1.95	$ 120,652.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	55,111	$ 13.75	$ 757,776.25	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	82,667	$ 13.75	$ 1,136,671.25	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	55,111	$ 17.49	$ 963,681.97	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	82,667	$ 55.32	$ 4,573,138.44	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	1,100	$ 119.73	$ 131,703.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	62,000	$ 22.72	$ 1,408,640.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	124,000	$ 0.56	$ 69,142.40	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	1	$ 25,995.83	$ 25,995.83	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	300	$ 14.00	$ 4,200.48	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	400	$ 48.01	$ 19,203.16	
702-03-0100	CATCH BASINS (CB-01)	EACH	19	$ 2,622.80	$ 49,833.24	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	800	$ 73.57	$ 58,853.68	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	1,600	$ 78.91	$ 126,256.64	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	8	$ 20,598.36	$ 164,786.88	
804-10-00100	RELOADING TEST PILES	EACH	8	$ 4,758.59	$ 38,068.70	
804-11-00100	REDRIVING TEST PILES	EACH	8	$ 2,410.23	$ 19,281.81	
804-12-01000	LOADING PERMANENT PILES	EACH	8	$ 4,699.20	$ 37,593.63	
804-17-00100	DYNAMIC MONITORING	EACH	24	$ 1,131.42	$ 27,154.05	
NS-800-00080	DYNAMIC ANALYSIS	EACH	24	$ 1,000.00	$ 24,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	400	$ 62.04	$ 24,816.36	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	2,400	$ 21.19	$ 50,864.64	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	8	$ 2,339.94	$ 18,719.53	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	6,400	$ 99.51	$ 636,871.68	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	240	$ 927.46	$ 222,589.92	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	496	$ 749.01	$ 371,509.95	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	3,792	$ 81.21	$ 307,935.43	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	174,948	$ 1.24	$ 216,305.71	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	960	$ 72.73	$ 69,822.53	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	710	$ 215.23	$ 152,814.65	
				SUBTOTAL	**$ 14,671,337.64**	**$ 14,671,337.64**
	CONTINGENCY	LUMP SUM		30%	$ 4,401,401.29	$ 4,401,401.29
				TOTAL CONSTRUCTION COST	**$ 19,072,738.94**	**$ 19,072,738.94**
	REQUIRED RIGHT OF WAY	ACRE	49	$ 65,000.00	$ 3,185,000.00	
	RELOCATIONS	EACH	1	$ 400,000.00	$ 400,000.00	
				TOTAL REAL ESTATE COST	**$ 3,585,000.00**	**$ 3,585,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 762,909.56	
	GEOTECHNICAL	LUMP SUM		2%	$ 381,454.78	
	ENGINEERING	LUMP SUM		10%	$ 1,907,273.89	
	ENVIRONMENTAL	LUMP SUM		3%	$ 572,182.17	
				TOTAL ENGINEERING COST	**$ 3,623,820.40**	**$ 3,623,820.40**
					SEGMENT 3, ALTERNATE 1A - TOTAL COST	**$ 26,281,559.33**
					USE	**$ 26,282,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 3 - ALTERNATE 1B
(TWO LANE ROADWAY WITH ROUNDABOUTS,22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH)

16 31000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 391,000.00	$ 391,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 29,000.00	$ 29,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	82,667	$ 6.00	$ 496,002.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	55,111	$ 3.06	$ 168,639.66	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	2,000	$ 9.33	$ 18,660.00	
203-03-00100	EMBANKMENT	CUBIC YARD	172,911	$ 5.68	$ 982,134.48	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	62,000	$ 1.95	$ 120,652.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	55,111	$ 13.75	$ 757,776.25	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	82,667	$ 13.75	$ 1,136,671.25	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	82,667	$ 17.49	$ 1,445,531.70	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	82,667	$ 55.32	$ 4,573,138.44	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	6,400	$ 119.73	$ 766,272.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	74,000	$ 22.72	$ 1,681,280.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	7	$ 2,384.00	$ 16,688.00	
730-07-1000	LUMINAIRE	EACH	7	$ 989.47	$ 6,926.29	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	124,000	$ 0.56	$ 69,142.40	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	0	$ 0.16	$ -	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	0	$ 25,995.83	$ -	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	0	$ 14.00	$ -	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	400	$ 48.01	$ 19,203.16	
702-03-0100	CATCH BASINS (CB-01)	EACH	16	$ 2,622.80	$ 41,964.83	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	800	$ 73.57	$ 58,853.68	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	1,600	$ 78.91	$ 126,256.64	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	8	$ 20,598.36	$ 164,786.88	
804-10-00100	RELOADING TEST PILES	EACH	8	$ 4,758.59	$ 38,068.70	
804-11-00100	REDRIVING TEST PILES	EACH	8	$ 2,410.23	$ 19,281.81	
804-12-01000	LOADING PERMANENT PILES	EACH	8	$ 4,699.20	$ 37,593.63	
804-17-00100	DYNAMIC MONITORING	EACH	24	$ 1,131.42	$ 27,154.05	
NS-800-00080	DYNAMIC ANALYSIS	EACH	24	$ 1,000.00	$ 24,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	400	$ 62.04	$ 24,816.36	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	2,400	$ 21.19	$ 50,864.64	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	8	$ 2,339.94	$ 18,719.53	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	6,400	$ 99.51	$ 636,871.68	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	240	$ 927.46	$ 222,589.92	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	496	$ 749.01	$ 371,509.95	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	3,792	$ 81.21	$ 307,935.43	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	174,948	$ 1.24	$ 216,305.71	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	960	$ 72.73	$ 69,822.53	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	710	$ 215.23	$ 152,814.65	
				SUBTOTAL	**$ 15,908,928.24**	**$ 15,908,928.24**
	CONTINGENCY	LUMP SUM		30%	$ 4,772,678.47	$ 4,772,678.47
				TOTAL CONSTRUCTION COST	**$ 20,681,606.72**	**$ 20,681,606.72**
	REQUIRED RIGHT OF WAY	ACRE	21	$ 65,000.00	$ 1,365,000.00	
	RELOCATIONS	EACH	0	$ 400,000.00	$ -	
				TOTAL REAL ESTATE COST	**$ 1,365,000.00**	**$ 1,365,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 827,264.27	
	GEOTECHNICAL	LUMP SUM		2%	$ 413,632.13	
	ENGINEERING	LUMP SUM		10%	$ 2,068,160.67	
	ENVIRONMENTAL	LUMP SUM		3%	$ 620,448.20	
				TOTAL ENGINEERING COST	**$ 3,929,505.28**	**$ 3,929,505.28**
					SEGMENT 3, ALTERNATE 1B - TOTAL COST	**$ 25,976,111.99**
					USE	**$ 25,976,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 3 - ALTERNATE 2
OPTION 1 (FOUR LANE ROADWAY, 22 FT MEDIAN, 8 FT SHOULDERS, OPEN DITCH)

17 31000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 640,000.00	$ 640,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 29,000.00	$ 29,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	82,667	$ 6.00	$ 496,002.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	55,111	$ 3.06	$ 168,639.66	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	2,000	$ 9.33	$ 18,660.00	
203-03-00100	EMBANKMENT	CUBIC YARD	205,978	$ 5.68	$ 1,169,955.04	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	62,000	$ 1.95	$ 120,652.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	55,111	$ 13.75	$ 757,776.25	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	165,333	$ 13.75	$ 2,273,328.75	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	55,111	$ 17.49	$ 963,681.97	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	165,333	$ 55.32	$ 9,146,221.56	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	0	$ 119.73	$ -	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	62,000	$ 22.72	$ 1,408,640.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	124,000	$ 0.56	$ 69,142.40	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	62,000	$ 0.16	$ 9,814.60	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	1	$ 25,995.83	$ 25,995.83	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	300	$ 14.00	$ 4,200.48	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	400	$ 48.01	$ 19,203.16	
702-03-0100	CATCH BASINS (CB-01)	EACH	16	$ 2,622.80	$ 41,964.83	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	800	$ 73.57	$ 58,853.68	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	1,600	$ 78.91	$ 126,256.64	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	8	$ 20,598.36	$ 164,786.88	
804-10-00100	RELOADING TEST PILES	EACH	8	$ 4,758.59	$ 38,068.70	
804-11-00100	REDRIVING TEST PILES	EACH	8	$ 2,410.23	$ 19,281.81	
804-12-01000	LOADING PERMANENT PILES	EACH	8	$ 4,699.20	$ 37,593.63	
804-17-00100	DYNAMIC MONITORING	EACH	24	$ 1,131.42	$ 27,154.05	
NS-800-00080	DYNAMIC ANALYSIS	EACH	24	$ 1,000.00	$ 24,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	400	$ 62.04	$ 24,816.36	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	2,400	$ 21.19	$ 50,864.64	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	8	$ 2,339.94	$ 18,719.53	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	6,400	$ 99.51	$ 636,871.68	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	240	$ 927.46	$ 222,589.92	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	496	$ 749.01	$ 371,509.95	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	3,792	$ 81.21	$ 307,935.43	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	174,948	$ 1.24	$ 216,305.71	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	960	$ 72.73	$ 69,822.53	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	710	$ 215.23	$ 152,814.65	
				SUBTOTAL	**$ 20,551,124.32**	**$ 20,551,124.32**
	CONTINGENCY	LUMP SUM		30%	$ 6,165,337.30	$ 6,165,337.30
				TOTAL CONSTRUCTION COST	**$ 26,716,461.61**	**$ 26,716,461.61**
	REQUIRED RIGHT OF WAY	ACRE	71	$ 65,000.00	$ 4,615,000.00	
	RELOCATIONS	EACH	14	$ 400,000.00	$ 5,600,000.00	
				TOTAL REAL ESTATE COST	**$ 10,215,000.00**	**$ 10,215,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 1,068,658.46	
	GEOTECHNICAL	LUMP SUM		2%	$ 534,329.23	
	ENGINEERING	LUMP SUM		10%	$ 2,671,646.16	
	ENVIRONMENTAL	LUMP SUM		3%	$ 801,493.85	
				TOTAL ENGINEERING COST	**$ 5,076,127.71**	**$ 5,076,127.71**
					SEGMENT 3, ALTERNATE 2, OPTION 1 - TOTAL COST	**$ 42,007,589.32**
					USE	**$ 42,008,000.00**

PRELIMINARY OPINION OF PROBABLE COST

SEGMENT 3 - ALTERNATE 2

OPTION 2 (FOUR LANE ROADWAY, 22 FT MEDIAN, 8 FT SHOULDERS, PROVISIONAL CURB & GUTTER)

18 31000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 591,000.00	$ 591,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 29,000.00	$ 29,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	82,667	$ 6.00	$ 496,002.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	29,511	$ 3.06	$ 90,303.66	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	2,000	$ 9.33	$ 18,660.00	
203-03-00100	EMBANKMENT	CUBIC YARD	205,978	$ 5.68	$ 1,169,955.04	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	62,000	$ 1.95	$ 120,652.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	55,111	$ 13.75	$ 757,776.25	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	165,333	$ 13.75	$ 2,273,328.75	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	55,111	$ 17.49	$ 963,681.97	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	165,333	$ 55.32	$ 9,146,221.56	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	14,400	$ 119.73	$ 1,724,112.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	62,000	$ 22.72	$ 1,408,640.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	0	$ 2,384.00	$ -	
730-07-1000	LUMINAIRE	EACH	0	$ 989.47	$ -	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	124,000	$ 0.56	$ 69,142.40	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	62,000	$ 0.16	$ 9,814.60	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	1	$ 25,995.83	$ 25,995.83	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	300	$ 14.00	$ 4,200.48	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	400	$ 48.01	$ 19,203.16	
702-03-0100	CATCH BASINS (CB-01)	EACH	52	$ 2,622.80	$ 136,385.70	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	800	$ 73.57	$ 58,853.68	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	1,600	$ 78.91	$ 126,256.64	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 300,000.00	$ 300,000.00	
804-09-00100	LOADING TEST PILES	EACH	8	$ 20,598.36	$ 164,786.88	
804-10-00100	RELOADING TEST PILES	EACH	8	$ 4,758.59	$ 38,068.70	
804-11-00100	REDRIVING TEST PILES	EACH	8	$ 2,410.23	$ 19,281.81	
804-12-01000	LOADING PERMANENT PILES	EACH	8	$ 4,699.20	$ 37,593.63	
804-17-00100	DYNAMIC MONITORING	EACH	24	$ 1,131.42	$ 27,154.05	
NS-800-00080	DYNAMIC ANALYSIS	EACH	24	$ 1,000.00	$ 24,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	400	$ 62.04	$ 24,816.36	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	2,400	$ 21.19	$ 50,864.64	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	8	$ 2,339.94	$ 18,719.53	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	6,400	$ 99.51	$ 636,871.68	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	240	$ 927.46	$ 222,589.92	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	496	$ 749.01	$ 371,509.95	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	3,792	$ 81.21	$ 307,935.43	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	174,948	$ 1.24	$ 216,305.71	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	960	$ 72.73	$ 69,822.53	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	710	$ 215.23	$ 152,814.65	
				SUBTOTAL	**$ 22,242,321.19**	**$ 22,242,321.19**
	CONTINGENCY	LUMP SUM		30%	$ 6,672,696.36	$ 6,672,696.36
				TOTAL CONSTRUCTION COST	**$ 28,915,017.55**	**$ 28,915,017.55**
	REQUIRED RIGHT OF WAY	ACRE	37	$ 65,000.00	$ 2,405,000.00	
	RELOCATIONS	EACH	2	$ 400,000.00	$ 800,000.00	
				TOTAL REAL ESTATE COST	**$ 3,205,000.00**	**$ 3,205,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 1,156,600.70	
	GEOTECHNICAL	LUMP SUM		2%	$ 578,300.35	
	ENGINEERING	LUMP SUM		10%	$ 2,891,501.75	
	ENVIRONMENTAL	LUMP SUM		3%	$ 867,450.53	
				TOTAL ENGINEERING COST	**$ 5,493,853.33**	**$ 5,493,853.33**
					SEGMENT 3, ALTERNATE 2, OPTION 2 - TOTAL COST	**$ 37,613,870.88**
					USE	**$ 37,614,000.00**

PRELIMINARY OPINION OF PROBABLE COST
SEGMENT 4 - ALTERNATE 1
(FOUR LANE ROADWAY WITH VARIED 6-22 FT MEDIAN, ROUNDABOUTS, CURB & GUTTER)

19 18000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 248,000.00	$ 248,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 17,000.00	$ 17,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	48,000	$ 6.00	$ 288,000.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	0	$ 3.06	$ -	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	1,000	$ 9.33	$ 9,330.00	
203-03-00100	EMBANKMENT	CUBIC YARD	106,800	$ 5.68	$ 606,624.00	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	36,000	$ 1.95	$ 70,056.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	0	$ 13.75	$ -	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	96,000	$ 13.75	$ 1,320,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	0	$ 17.49	$ -	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	96,000	$ 55.32	$ 5,310,720.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	44,000	$ 119.73	$ 5,268,120.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	87,000	$ 22.72	$ 1,976,640.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	8	$ 2,384.00	$ 19,072.00	
730-07-1000	LUMINAIRE	EACH	8	$ 989.47	$ 7,915.76	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	72,000	$ 0.56	$ 40,147.20	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	36,000	$ 0.16	$ 5,698.80	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	4	$ 25,995.83	$ 103,983.32	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	1,200	$ 14.00	$ 16,801.92	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	98	$ 2,622.80	$ 257,034.60	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
727-01-00100	MOBILIZATION	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	2,400	$ 99.51	$ 238,826.88	
805-01-00700	CLASS A CONCRETE (BENTS)	CUBIC YARD	120	$ 927.46	$ 111,294.96	
805-03-00100	CLASS AA CONCRETE	CUBIC YARD	207	$ 749.01	$ 155,045.48	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,580	$ 81.21	$ 128,306.43	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	69,942	$ 1.24	$ 86,476.29	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	400	$ 72.73	$ 29,092.72	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 17,215,393.22**	**$ 17,215,393.22**
	CONTINGENCY	LUMP SUM		30%	$ 5,164,617.97	$ 5,164,617.97
				TOTAL CONSTRUCTION COST	**$ 22,380,011.19**	**$ 22,380,011.19**
	REQUIRED RIGHT OF WAY	ACRE	5	$ 260,000.00	$ 1,300,000.00	
	RELOCATIONS	EACH	4	$ 400,000.00	$ 1,600,000.00	
				TOTAL REAL ESTATE COST	**$ 2,900,000.00**	**$ 2,900,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 895,200.45	
	GEOTECHNICAL	LUMP SUM		2%	$ 447,600.22	
	ENGINEERING	LUMP SUM		10%	$ 2,238,001.12	
	ENVIRONMENTAL	LUMP SUM		3%	$ 671,400.34	
				TOTAL ENGINEERING COST	**$ 4,252,202.13**	**$ 4,252,202.13**
				SEGMENT 4, ALTERNATE 1 - TOTAL COST		**$ 29,532,213.32**
				USE		**$ 29,532,000.00**

PRELIMINARY OPINION OF PROBABLE COST

SEGMENT 4 - ALTERNATE 2

(FOUR LANE ROADWAY WITH VARIED 6-22 FT MEDIAN, REALIGNMENT MALL AREA, CURB & GUTTER)

20 18000

ITEM	DESCRIPTION	PAY UNIT	QTY	UNIT COST	COST	PROJECT COST
201-01-00100	CLEARING & GRUBBING	LUMP SUM	1	$ 248,000.00	$ 248,000.00	
202-01-00100	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	1	$ 17,000.00	$ 17,000.00	
202-02-32500	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT	SQUARE YARD	48,000	$ 6.00	$ 288,000.00	
202-02-06240	REMOVAL OF CONCRETE CURBS	LINEAR FOOT	0	$ 6.71	$ -	
203-01-00100	GENERAL EXCAVATION	CUBIC YARD	0	$ 3.06	$ -	
203-02-00100	DRAINAGE EXCAVATION	CUBIC YARD	2,000	$ 9.33	$ 18,660.00	
203-03-00100	EMBANKMENT	CUBIC YARD	106,800	$ 5.68	$ 606,624.00	
204-06-00100	TEMPORARY SILT FENCING	LINEAR FOOT	36,000	$ 1.95	$ 70,056.00	
301-04-00400	CLASS I BASE COURSE FOR SHOULDERS (8 1/2 IN THICK)	SQUARE YARD	0	$ 13.75	$ -	
302-02-050000	CLASS II BASE COURSE	SQUARE YARD	96,000	$ 13.75	$ 1,320,000.00	
502-01-00100	SUPERPAVE ASPHALTIC CONCRETE	SQUARE YARD	0	$ 17.49	$ -	
509-01-00100	COLD PLANING ASPHALTIC PAVEMENT	SQUARE YARD	0	$ 1.85	$ -	
601-01-00500	PORTLAND CEMENT CONCRETE PAVEMENT (10" THICK)	SQUARE YARD	96,000	$ 55.32	$ 5,310,720.00	
701-03-01080	STORM DRAIN PIPE (36" RCP/PP)	LINEAR FOOT	44,000	$ 119.73	$ 5,268,120.00	
701-05-01100	SIDE DRAIN PIPE (36" RCP/PP/CMP)	LINEAR FOOT	0	$ 105.46	$ -	
707-03-00100	COMBINATION CONCRETE CURB & GUTTER	LINEAR FOOT	87,000	$ 22.72	$ 1,976,640.00	
729-06-0100	SIGN (OVERHEAD MOUNTED)	SQUARE FOOT	0	$ 18.00	$ -	
729-10-0100	MOUNTING (OVERHEAD TRUSS)	EACH	0	$ 63,750.00	$ -	
729-20-0100	FOOTINGS FOR OVERHEAD MOUNTINGS	EACH	0	$ 19,333.33	$ -	
730-05-1000	LIGHT POLE	EACH	8	$ 2,384.00	$ 19,072.00	
730-07-1000	LUMINAIRE	EACH	8	$ 989.47	$ 7,915.76	
732-01-01000	PLASTIC PAVEMENT STRIPING	LINEAR FOOT	72,000	$ 0.56	$ 40,147.20	
732-03-0300	PLASTIC PAVEMENT STRIPING BROKEN LINE	LINEAR FOOT	36,000	$ 0.16	$ 5,698.80	
736-07	TRAFFIC SIGNAL SYSTEM	LUMP SUM	0	$ 25,995.83	$ -	
736-08-00010	SIGNAL CONTROLLER	EACH	4	$ 25,995.83	$ 103,983.32	
736-09-00100	LOOP DETECTOR	LINEAR FOOT	1,200	$ 14.00	$ 16,801.92	
701-05-03040	SIDE DRAIN PIPE (BRIDGE DRAINS) (18" PP/CMP)	LINEAR FOOT	200	$ 48.01	$ 9,601.58	
702-03-0100	CATCH BASINS (CB-01)	EACH	106	$ 2,622.80	$ 278,017.01	
711-01-04000	RIPRAP (55 LB, 18" THICK)	SQUARE YARD	400	$ 73.57	$ 29,426.84	
712-04-00100	FLEXIBLE REVETMENT	SQUARE YARD	800	$ 78.91	$ 63,128.32	
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740-01-00100	CONSTRUCTION LAYOUT	LUMP SUM	1	$ 250,000.00	$ 250,000.00	
804-09-00100	LOADING TEST PILES	EACH	4	$ 20,598.36	$ 82,393.44	
804-10-00100	RELOADING TEST PILES	EACH	4	$ 4,758.59	$ 19,034.35	
804-11-00100	REDRIVING TEST PILES	EACH	4	$ 2,410.23	$ 9,640.91	
804-12-01000	LOADING PERMANENT PILES	EACH	4	$ 4,699.20	$ 18,796.82	
804-17-00100	DYNAMIC MONITORING	EACH	12	$ 1,131.42	$ 13,577.02	
NS-800-00080	DYNAMIC ANALYSIS	EACH	12	$ 1,000.00	$ 12,000.00	
704-08-B	GUARD RAIL TRANSITIONS (DOUBLE THRIE BEAM)	LINEAR FOOT	200	$ 62.04	$ 12,408.18	
704-03-001	BLOCKED OUT GUARD RAIL	LINEAR FOOT	1,200	$ 21.19	$ 25,432.32	
704-11-A	GUARD RAIL END TREATMENT (FLARED)	EACH	4	$ 2,339.94	$ 9,359.77	
804-01-00600	CAST-IN-PLACE CONCRETE PILES (24 IN)	LINEAR FOOT	2,400	$ 99.51	$ 238,826.88	
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805-03-00100	CLASS AA CONCRETE	CUBIC YARD	207	$ 749.01	$ 155,045.48	
805-08-00800	PRECAST-PRESTRESSED CONCRETE GIRDERS (TYPE QUAD BEAM)	LINEAR FOOT	1,580	$ 81.21	$ 128,306.43	
806-01-00100	DEFORMED REINFORCING STEEL	POUND	69,942	$ 1.24	$ 86,476.29	
807-08-00100	STRUCTURAL METALWORK	LUMP SUM	1	$ 20,000.00	$ 20,000.00	
810-01-00100	CONCRETE RAILING (TYPE)	LINEAR FOOT	400	$ 72.73	$ 29,092.72	
813-01-00100	CONCRETE APPROACH SLABS	SQUARE YARD	355	$ 215.23	$ 76,407.32	
				SUBTOTAL	**$ 17,245,705.64**	**$ 17,245,705.64**
	CONTINGENCY	LUMP SUM		30%	$ 5,173,711.69	$ 5,173,711.69
				TOTAL CONSTRUCTION COST	**$ 22,419,417.33**	**$ 22,419,417.33**
	REQUIRED RIGHT OF WAY	ACRE	12	$ 260,000.00	$ 3,120,000.00	
	RELOCATIONS	EACH	4	$ 400,000.00	$ 1,600,000.00	
				TOTAL REAL ESTATE COST	**$ 4,720,000.00**	**$ 4,720,000.00**
	RELOCATION OF UTILITIES	LUMP SUM		4%	$ 896,776.69	
	GEOTECHNICAL	LUMP SUM		2%	$ 448,388.35	
	ENGINEERING	LUMP SUM		10%	$ 2,241,941.73	
	ENVIRONMENTAL	LUMP SUM		3%	$ 672,582.52	
				TOTAL ENGINEERING COST	**$ 4,259,689.29**	**$ 4,259,689.29**
					SEGMENT 4, ALTERNATE 2 - TOTAL COST	**$ 31,399,106.62**
					USE	**$ 31,399,000.00**

APPENDIX

Appendix A……Meeting & Site Visits

Appendix B……Traffic Study

Appendix C……Environmental

Appendix A

MEETINGS & SITE VISITS

Site Visit

Pictures.....A-2

Pre-Initiation Meeting

Agenda.....A-6
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Initiation Meeting

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Public Comments.....A-17

Public Meeting

Agenda.....A-22
Attendees.....A-23
Public Comments.....A-28

US 190 AT LA 1089
(FONTAINEBLEAU STATE PARK)

US 190 AT LA 1089 LOOKING EAST

US 190 AT LA 1089 LOOKING EAST

US 190 AT LA 1089 LOOKING SOUTH

LACOMBE AT MAIN ST. LOOKING EAST

LACOMBE – US 190 AT LA 434
LOOKING WEST

LACOMBE – US 190 AT LA 434
LOOKING WEST

US 190 AT OLD US 190

US 190 AT OLD US 190 LOOKING WEST

US 190 AT OLD US 190 LOOKING SOUTH

BAYOU LACOMBE BRIDGE

BAYOU LACOMBE BRIDGE

BAYOU LACOMBE NE
LOOKING DOWNSTREAM

BAYOU LACOMBE NE
LOOKING UPSTREAM

BAYOU LACOMBE NE
LOOKING WEST

BAYOU LACOMBE NE
LOOKING DOWNSTREAM

US 190 AT GRAND THEATER
LOOKING EAST

US 190 AT GRAND THEATER
LOOKING WEST

US 190 AT THOMPSON RD
LOOKING SOUTH

US 190 AT N. CARNATION
(BOX CULVERTS)
LOOKING SOUTH

PROJECT PRE-INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana

AGENDA

Introduction
Call to Order: 2:00 p.m.
Acknowledgement of Officials

Description
Stage 0 Feasibility Study

Purpose
A. Familiarize Agencies with the Procedures for a Stage 0 Feasibility Study
B. General History of Area relative to project
C. Obtain Views
D. Identify Funding Sources

Project Process
A. Compilation of Technical Data
   1. Physical condition
   2. Operational characteristics
   3. Safety performance
   4. Traffic Congestion

B. Public Input
   1. General Public
   2. State and Local Elected Officials

Open Discussion – Involvement

Adjourn

PRE-INITIATION MEETING
Stage 0 Feasibility Study
S.P. No. 700-52-0191
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana

MINUTES

The Pre-Initiation Meeting was held on the afternoon of Thursday, September 17, 2009 at the St. Tammany Parish Council Chambers in Mandeville, Louisiana. The purpose of this meeting was to meet with Public Officials, to present the procedures for a Stage 0 Feasibility Study, and to gather general history of the area relative to the project.

Mr. R. Gary McClure, P.E. of Shread-Kuyrkendall & Associates opened the meeting and discussed the Stage 0 Feasibility Study for the widening of US 190 from LA1089 to US 11. The Public Officials then had an open discussion on the concerns of the project.

List of Attendees:

R. Gary McClure, P.E.	Shread-Kuyrkendall & Associates, Inc.
Nicci Gill, P.E.	Shread-Kuyrkendall & Associates, Inc.
Alison Catarella-Michel, P.E.	Urban Systems, Inc.
Jeff Messina	Urban Systems, Inc.
Coan Bueche	LADOTD
Mike Aghayan	LADOTD
Loong Tsai	LADOTD
Sharon Yates	LADOTD
Brian A Mistich	LA DHH
Will Knight	LA DCRT
Richard Parker	State Parks
John Smith	Interested Citizen
Jeff Roesel	RPC
Dawnell Buell	St. Tammany Parish Transportation
Ronald Despenza	St. Tammany Parish Transportation
Jeff Schoen	St. Tammany Parish School Attorney
Alan Hodges	E. St. Tammany Parish Chamber of Commerce
Mike Sevante	St. Tammany Parish Council

The concerns discussed at the meeting included:

1. How long is the Stage 0 process?
   Answer: The contract is for 270 days which includes, traffic counts, project future for improvements, safety and traffic concerns, develop a purpose and need, compiling background information on US 190, and initial concepts for improvements

2. Are you widening US 190 to four lanes?
   Answer: We are here to listen to the Public Official's recommendations for widening US 190.

3. Will the beginning location of the Study area change?
   Answer: Yes, it could possibly start at the end of the 4-lane section west of LA 1089.

4. Will the project area shorten due to the lack of non dense areas along US 190?
   Answer: Yes, one of the alternates could show a shorter route.

5. School Board is concerned about construction during school hour transportation.
   Response: School Board concerns will be addressed during the design phase.

6. Chamber of Commerce is concerned about right-of-way and closure of business and residential driveway access.
   Response: Any blockage of driveways will be temporary and will try to be avoided as much as possible. The widening of US 190 will be within existing DOTD right-of-way.

7. Is there any consideration to connecting the project to the LA 1088 / I-10 Interchange?
   Answer: It is not in this study scope.

8. Will you consider a Bike Lane along US 190?
   Answer: We will consider this option.

9. Will there be any drainage impacts due to this project?
   Answer: Drainage Impacts are part of our study scope.

General History of the Project Area

1. Existing Projects in Project Area that need further investigation:
   Widening US 11 and Thompson Rd
   Westminster / Carroll Rd
   US 11 / LA 433 on books but shelved 13 years due to required right-of-way
   US 190 Stage 0 LA434 / LA36 mid way through process
   Northshore Blvd / LA 434

2. Historical Structures are located in the front of Fontainebleau State Park.

3. Narrow Bridges along the project route.

4. 17 Schools will be impacted along the project route.

5. Traffic Congestion
   Soult Street
   Bottlenecking from bridge before LA 1089 to Pelican Park on the West side of US190
   Seasonal Traffic Congestion around Northshore Mall

6. Concerns for Traffic Congestion in Future Development Location
   LA 434 N / US 190
   Industrial Locations
   University Square (2 miles north I-12 / LA 434)

7. Request a Turn Lane, Red Lights, or Flashing Lights where necessary

Pre-Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana
September 17, 2009, 2:00 PM

Name	Affiliation	Phone Number	E-mail
Mike Aghayan ✓	LADOTD	225.379.1808	Mike.Aghayan@LA.Gov
Loong S Tsai ✓	LADOTD	225 379 1477	Loong.Tsai@LA.gov.
Coan Buechle ✓	LA DOTD	225-379-1852	Coan.buechle@la.gov.
BRIAN A. MISTICH ✓	LA DHH	985-871-1300	bmistich@la.gov.
Will Knight ✓	LA DCRT	985-264-8610	fatbleau_de@crt.state.la.us
Richard Parker ✓	State Parks	(985) 624-4618	fatbleau-dnc@crt.state.la.gov
John Smith ✓	Interested Citizen	985-960-6032	zofesmith@bellsouth.net
JEFF ROESEL ✓	RR	504-528-6611	jroesele nerac.org
Dawnell Buell ✓	Transp. St. Tammany	966-9244	dbuell@stpsb.org
Ronald Despenza ✓	"	898-3382	Ronald.despenza@stpsb.org
JEFF SCHOEN ✓	St. TP Schools (Atty)	892-4501	JMS@JONESFUSSELL.COM
Alan Hodges ✓	Exec. St. Tammany Chamber of Commerce	985-774-3663	Ahodges@aol.com
Jeff Nossima ✓	Urban Systems	504-523-5511	jnossima@urbansystems.com
Alison Ostarella-Michel ✓	Urban Systems	504.523.5511	aomichel@urbansystems.com
Sharon F. Yates ✓	LA DOTD	225-237-1264	Sharon.Yates2@La.Gov
Mike Servante ✓	St. Tammany Parish Council	985-898-2551	mikes@stpgov.org

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

AGENDA

Introduction
Call to Order: 6:00 p.m.
Acknowledgements

Description
Stage 0 Feasibility Study

Purpose
A. Familiarize Public with the Procedures for a Stage 0 Feasibility Study
B. General History of Area relative to project
C. Obtain Views
D. Identify Funding Sources

Project Process
C. Compilation of Technical Data
1. Physical Condition
2. Operational Characteristics
3. Safety Performance
4. Traffic Congestion

D. Public Input
1. General Public
2. State and Local Elected Officials

Open Discussion – Involvement

Adjourn

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
S.P. No. 700-52-0191
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana

MINUTES

The Public Initiation Meeting was held on the evening of Wednesday, December 16, 2009 at the Lacombe Community Center in Lacombe, Louisiana. The purpose of this meeting was to meet with the General Public and Public Officials, to present the procedures for a Stage 0 Feasibility Study, and to gather general history of the area relative to the project.

Mr. R. Gary McClure, P.E. of Shread-Kuyrkendall & Associates opened the meeting and discussed the Stage 0 Feasibility Study for the widening of US 190 from LA1089 to US 11. The General Public and Public Officials then had an open discussion on the concerns of the project.

List of Attendees:

See attached Sign-In Sheet

The concerns discussed at the meeting included:

2. Why are we looking at feasibility now if there are already projects and why waste a year on this study?
   Answer: Previous studies did not entail the full extent of the section of US 190. Traffic has increased since previous studies so DOTD has developed a new project to study the full extent of US 190 from Mandeville, LA to Slidell, LA.

2. Is there any assurance that this study will go through to Stage 1?
   Answer: There are no guarantees.

3. Will the Parish Government have input?
   Answer: Yes.

4. If US 190 is widened, does this necessitate traffic signals at intersections?
   Answer: This will depend on the amount of conflicting traffic at intersections.

5. Bridges are a main safety concern, all the bridges along this US 190 route are very narrow with no shoulders, will the bridges be widened?
   Answer: That will be addressed.

6. Bridges have drainage problems and some areas are low.

7. Traffic is a major concern when I-12 traffic is rerouted to US 190 for accidents on I-12.

8. The US 190 / LA 434 (Lacombe) intersection is very dangerous.

Open Discussion:

See attached comments for discussions and comments made on the aerials.

Area 1 – LA 1089 (Fontainebleau State Park) to Street (Mandeville Area)

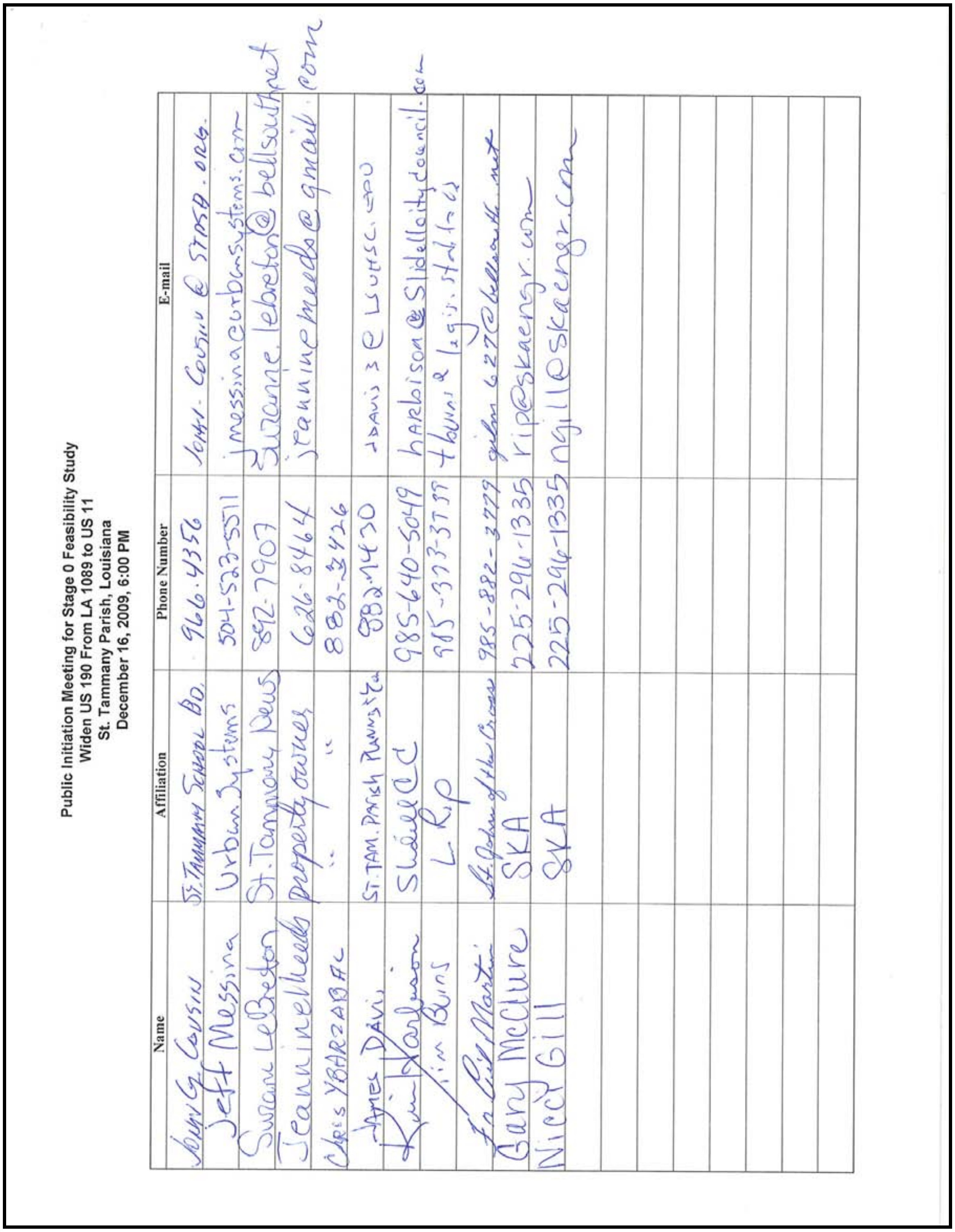
1. Blackwell Drive – Drainage Improvements, existing drainage drains to the east toward Galmish Bayou, requested a culvert to allow drainage to the west into the Bayou west of Blackwell Drive.
2. Cross Drains needed along US 190.
3. Drainage concerns North of US 190.
4. Fontainebleau State Park (LA 1089) requested right and left turn lanes.
5. Fontainebleau State Park (LA 1089) to Northshore Mall should remain 2 lanes or at the most 2 lanes because the area is mostly residential.
6. Turn Lanes at Pontchatrain Road
7. Historical Structure US 190 @ LA 1089

Area 2 – Street to Christa Rd (Lacombe Area)

1. Fish Hatchery Rd / LA 424 Intersection
    a. Dangerous Intersection for left turns on to US 190
    b. Suggest reinstalling signal (existing yellow removed after Katrina) preferably red light
    c. Traffic issue on split in Lacombe before first curve
    d. Suggests a 3 lane with a bike path
    e. Old US 190 and US 190 intersection considered a suicide intersection on the WB
2. Bridge located between Dogwood Drive and Anchorage Drive extremely narrow and lowest spot on US 190, flooding an issue.
3. School located between K Bar B Rd and Honeybee south of US 190
4. US 190 at Oaklawn busy intersection (Lacombe Harbor south of US 190 400+ families) accident location.
5. US 190 at Briarlake Rd left and right turn lanes
6. US 190 at Kay Drive left and right turn lanes
7. Widen shoulders at bus stops so buses can pull off US 190
8. 5 lanes with medians
9. West of Hashap left and right turn lanes
10. Mill Rd drainage concerns
11. West of Anchorage Drive drainage concerns

Area 3 – Buckingham Ct to US 11 (Slidell Area)

1. Suggested Signal location US 190 at:
    a. Thompson Rd (LA 433)
    b. Northshore Blvd
    c. Badon Rd
2. Coordinate Lights at US 190 @ Carroll Rd. and US 190 @ Maris Stella
3. Widen Bridges at Bayou Liberty and Bayou Vincent
4. Tammany Trace Bridge Crossing over US 190 near US 11
5. Daiquiri Shop near Northshore Square Mall north of US 190 lacks parking people park on the shoulder of US 190
6. Traffic Congestion
    a. Morning East Bound Traffic between Post Office and Maris Stella Drive
    b. Evening West Bound traffic Congestion between Carroll St. and Walnut St.
7. 5 Lanes suggested between Northshore Blvd and US 11
8. US 11 light Northbound delays cause detours through W.Hall to Maris Stella or Carroll.
9. Dixie Ranch Road needs realignment to align with Thompson Rd.
10. Drainage concerns east of Thompson (LA 433)
11. Intersection concerns with Williams Blvd / Badon
12. Intersection concerns with Williams Blvd / Carroll Rd (Huntwyck Village drainage project subdivision south of US 190)



Public Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana
December 16, 2009, 6:00 PM

Name	Affiliation	Phone Number	E-mail
John G. Cousin	St. Tammany School Bd.	966-4356	John.Cousin@STPSB.org
Jeff Messina	Urban Systems	504-523-5511	jmessina@urbansystems.com
Suzanne LeBreton	St. Tammany News	892-7907	suzanne.lebreton@bellsouth.net
Jeannine Meeds	property owner	626-8464	jeanninemeeds@gmail.com
Chris Ybarzabal	" "	882-3426	
James Davis	St. Tam. Parish Planning Com.	882-1430	jdavis3@lsuhsc.edu
Kim Harbison	Slidell CC	985-640-5049	harbison@slidellcitycouncil.com
Tim Burns	L Rep	985-373-3755	tburns@legis.state.la.us
Fr. Bill Martin	St. John of the Cross	985-882-3779	gilm627@bellsouth.net
Gary McClure	SKA	225-296-1335	rip@skaengr.com
Nicci Gill	SKA	225-296-1335	ngill@skaengr.com

Public Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana
December 16, 2009, 6:00 PM

Name	Affiliation	Phone Number	E-mail
Frank Jones	Fontainebleau S.P.	624-4443	fntbleau_pmt@crt.state.la.us
EDWARD VAUTHIER	STPSO	(985) 502 2842	eddie.vauthier@stpso.com
WALTER LINKS	Resident	985-626-7374	
DAVID SCHAEFFER	RESIDENT	(985) 882-7089	N/A
Buddy Lloyd	Slidell resident	985-290-3472	ddlloyd@bellsouth.net
JENET HANNA	Huntwyck	864 386 6784	JEH1997@peoplepc.com
CHARLES GORNEY	LACOMBE RESIDENT	985 882 7210	CHUCKGORNEY@BELLSOUTH.NET
Donn O'Dell	City of Slidell	985 646 4270	dodell@cityofslidell.org
Randy Clement	" " "	985-646-4320	rclement@cityofslidell.org
Alison C Michel	Urban Systems	504 5235511	acmichel@urbansystems.com
Philippe Blenet	Home Owner	(985) 882 3333	ISTU56777@aol.com
JANICE BLENET	Home Owner	" " "	"
Linda Cousin	Home Owner	882-5358	lindacousin@att.net
Kenneth Meyer	Slidell Home Owner	290-0119	N/A
Roger C. Bouet Jr	Home Owner		
R. Keyes	Resident		—

Public Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana
December 16, 2009, 6:00 PM

Name	Affiliation	Phone Number	E-mail
Catherine Haud		985-882-5169	
John B Wells		985 641 1555	JohnLaw Esq@msn.com
COAN BUECHE	LA DOTD	225-379-1852	coan.bueche@la.gov
MIKE AGHAYAN	LADOTD	225 379 1808	Mike.Aghayan@LA.GOV
Kurt & Jeanne Hutchison		985-882-7271	trevolyn@bellsouth.net
Tom Miller Sr.		985-882-3039	TCM LAC08@YAHOO.Com
Elmur Musa	LADOTD	225-379-1465	elmur.musa@la.gov
Jerome Ryan	La DOTD R/W	985-375-0250	jerome ryan@la.gov
Gene Bellisario	Parish Council D9	985-788-8186	GenebellØ7@yahoo.com
Dennis S Cousin		985-643-8185	CDDDS@bellsouth.net
PAUL E CHAUVIN	SANTA CLAUS	985-502-2251	AAPPSERVE@CHARTER.NET
J.C. Ciolino		985-630-5527	
WALTER BROOKS	RPC	504-483-8500	WBROOKS@NORPC.ORG
AL HAMAUEI	PARISH COUNCIL	(985) 290-4658	AMHAMAUEI@STPGOV.ORG
JEFF ROESEL	RPC	504-483-8500	jroesel@norpc.org
David deGeneres	city of Mandeville	985-624-3169	pwdirector@cityofmandeville.com
ERNIE WALDER		985-290-6200	rast.wldr@gmail.com
KATHY FAUST		985-882-7376	MooseBlldwg2@aol.com
Robert A. Baker	Homeowner	985 882 6262	Bob@BAKERSALESPIPE.COM

Public Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana
December 16, 2009, 6:00 PM

Name	Affiliation	Phone Number	E-mail
CARLO HERNANDEZ		985 626-7578	UPTOWN-C@MSN.COM
JIM GRADY ANDJODNNK		882-7999	
KEVIN PEARSON	STATE REP #76	985 646-6487	
Lisa Abshire	State Rep Greg Cromer	985 645-3592	cromerg@legis.state.la.us
Jean-Philippe Blenet	Paramedic	985-264-5571	

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Robert Baker
Email: BoB@BakerSalesPipe.com
Phone Number: 985 641 6200
home 882 6262

Comments:

For safety reasons I would like to see the following improvements to Hiway 190.

① Bridges are major hazzards because they are too narrow.
② From Thompson Road to Lacombe we need at least three lanes – two and a turning lane
③ you need stop lights by the Capital One Bank in Lacombe
④ I would like to see a bicycle lane from the Mall to Lacombe – better yet all the way to Slidell Heritage Park.
⑤ The Intersection at 190 & 434 is extremely dangerous a stop light should be considered.

Thank you for your efforts on our behalf. Bob Baker

Project No. 700-52-0191
SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

Public Initiation Meeting
December 16, 2009
6:00 PM

Stage 0 Feasibility Study
Widen US 190
From LA 1089 to US 11
St. Tammany Parish, LA

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Kort Hutchison, Sr.
Email: Khutchison@bellsouth.net
Phone Number: 985-285-5825

Comments: All bridges along Hwy 190 are two lane substandard choke points for traffic and a death trap for pedestrian & bike traffic

Project No. 700-52-0191
SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

Public Initiation Meeting
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Stage 0 Feasibility Study
Widen US 190
From LA 1089 to US 11
St. Tammany Parish, LA

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: KENNETH MEYER SLIDELL, LA 70460

Email:

Phone Number: 985-290-0119 (CELL)

Comments:

① SLIDELL AREA FROM US11 TO 433 SHOULD BE THE FIRST STAGE OF STUDY, ENVIROMENTAL, CONSTRUCTION, ECT.

② IMPROVING US190 IS NECESSARY WHEN I-12 IS SHUT DOWN AND TRAFFIC IS DIVERTED TO US 190

Project No. 700-52-0191
SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

Public Initiation Meeting
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Stage 0 Feasibility Study
Widen US 190
From LA 1089 to US 11
St. Tammany Parish, LA

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Linda Cousin

Email: lindacousin@att.net

Phone Number: 985-882-5358

Comments:

widening of 190 from Fountainbleau Park through Lacombe is especially needed. Traffic has become a nightmare particularly at 190 and John Davis Avenue (Fish Hatchery), 190 + 434. Travelers are now cutting down Pontchartrain Drive to get to their destination on Fish Hatchery Road in order to avoid traveling 190 where there are no traffic lights and long waits to turn left onto side streets. Traffic from Lacombe to the Mall in Slidell is also a nightmare and four lanes into Slidell would greatly be advantageous to all residents. And, for Heaven sakes, put a traffic light at 190 & Fish Hatchery before more lives are lost.

Thanks

Project No. 700-52-0191
SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

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Stage 0 Feasibility Study
Widen US 190
From LA 1089 to US 11
St. Tammany Parish, LA

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: KATHY FAUST

Email: Mooseblue3@cal.com OR Katherine.Faust@mms.gov

Phone Number: (985) 290-7209

Comments:

- JUST ADDING A TURN LANE WOULD RESTRICT MOTORISTS BEING ABLE TO PASS OTHER VEHICLES (CAN'T PASS IN TURN LANE)
- ADDING TURN LANES AT INTERSECTIONS & SUBDIVISIONS WOULD BE A BIG IMPROVEMENT (AT THE VERY LEAST)
- 5 LANE: 2 EACH WAY WITH CENTER TURN LANE SEEMS TO BE THE BEST SOLUTION.

- ON A DIFFERENT NOTE, THERE ARE 2 INTERSECTIONS IN LACOMBE THAT REALLY SHOULD BE CONSIDERED FOR ADDITIONS OR TRAFFIC LIGHTS: FISH HATCHERY/LAKE RD. & 190 HWY. 434 & 190

Project No. 700-52-0191 | **Public Initiation Meeting** December 16, 2009 6:00 PM | **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC.,
URBAN SYSTEMS, INC.

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Jeannine Meeks

Email: Jeannine.meeks@gmail.com

Phone Number: 985-626-8464

Comments: Public Transportation
Rather than spend all the time + money on ROW along 190, Please put your efforts toward a public transportation option using the Tammany Trace. This would serve the school children much better by relieving much bus traffic along 190. Energy would be saved & the children could walk a bit more.
More lanes only makes the road more dangerous There is a problem with parallel streets backing along 190 so that when there is a blockage on 190 there is no way to go around and by-pass the blockage Please review alternate side streets

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SHREAD-KUYRKENDALL & ASSOCIATES, INC.,
URBAN SYSTEMS, INC.

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Chuck Gourney

Email: chuckgourney@bellsouth.net

Phone Number: 985 882 7810

Comments:

- 4 LANES W/A TURNING LANES
  Hwy 11 – Pontchartrain
- BRIDGES FIRST
- 1 MILE STRETCH CONGESTED AREAS 2nR
- OTHERS LOST
- * LOUISIANA OF ANCHORAGE + 190 IS USED
  SAFETY CONCERN AS A CUT THROUGH TOWARD HWY 434 VIA BOOTY TOWN RD.
  TRAFFIC CONTINUOUSLY SPEEDING IN A RESIDENTIAL AREA.

DO A VALUE STREAM MAP OF THE PROCESS AND ELIMINATE NON VALUE STEPS IDENTIFIED AS WASTE

→

Project No. 700-52-0191 | **Public Initiation Meeting** December 16, 2009 6:00 PM | **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: John Wells

Email: Johnlwells@msn.com

Phone Number: 985-796-1855

Comments:

1) Need to widen bridges especially Bayou Vincent
2) Need to build in Signals from Front St West
3) Use Natural Color
4) Incorporate previous project
5) 6 lanes Front St + LA 433 / 3 lanes 433 + Lacombe

Project No. 700-52-0191 | **Public Initiation Meeting** December 16, 2009 6:00 PM | **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Dennis S. Cousin 2059 Gause Blvd West Slidell, LA 70460

Email: cddds@ Bell south.net

Phone Number: 985-643-8185 985-640-0612

Comments:

1) IF THE Road is widen please take equal shares of property from both sides of the street or high way!

2). The road from airport road to ~~I-~~ Hwy 11 will have an influence on the amount of traffic on Highway 190.

3. Since Katrina the Northshore mall has had a reduced traffic with the building/opening of other area malls In the future will greatly influence the traffic on the Highway.

4. I may see a need for an additional Lane on each side if it follows the present structure of the road. We do not need seven lanes

Project No. 700-52-0191
SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

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Stage 0 Feasibility Study
Widen US 190
From LA 1089 to US 11
St. Tammany Parish, LA

PUBLIC INITIATION MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from LA 1089 to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: JAMES R. GRADY

Email: —

Phone Number: 985-882-7999

Comments:

4 LANES (2 EAST; 2 WEST) PLUS A 5th lane in the center for Turning.

DO IT NOW BEFORE GROWTH AND CONGESTION AND POPULATION CREATES HAVOC AND TRAFFIC DELAYS, ETC, ETC, ETC.

TAKE A LESSON FROM MANDEVILLE AND SLIDELL- ITS MISERABLE TRAFFIC SITUATION.

Project No. 700-52-0191
SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

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Stage 0 Feasibility Study
Widen US 190
From LA 1089 to US 11
St. Tammany Parish, LA

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

AGENDA

A. OPENING REMARKS

B. PRESENTATION OF GENERAL INFORMATION

C. "OPEN HOUSE" PRESENTATION OF CONCEPTUAL DESIGN ALTERNATIVES

D. RECEIPT OF STATEMENTS FROM PUBLIC

E. CONCLUDING REMARKS

F. ADJORN

Attachments

a. ***Stage 0 Process***
b. ***Highway Project Delivery Process***
c. ***Preliminary Design Criteria***
d. ***Summary of Conceptual Alternatives***
e. ***Preliminary Typical Sections***
f. ***Comment Sheet***

Public Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana
June 9, 2010, 6:30 PM

Name	Affiliation	Phone Number	E-mail
Ester S. Maggiore	Home Owner	985-882-7150	NONE
Bharath Kumar Sridhar	Urban Systems.	225-270-6704	KSridhar@Urbansystems.com
Brandon Perillous	Urban Systems	504-523-5511	
CARL MUNDELL	HOME OWNER	985 882 9267	MUNDECL@AOL.COM
DIANE MAUBERRET	Home OWNER	985-882-5263	dMAUBERRET@AOL.COM
Frances Pearson	Property on 190	985-882-5282	
Cultus Pearson	Property on 190	985-882-5282	
Jeannine Meeds		985-626-8464	
Polly Greene	St Tammany Farm	985-892-2323	stfeditor@bellsouth.net
MIKE AGHAJAN	LADOTD	225.379.1808	MIKE.AGHAJAN@LA.GOV
Leroy Cooker	Home OWNER	882-4421	
Don Hendrick	Brier Lake	218-9045	
JOE SHOEMAKER	STP-ENGR	985-898-2552	JSHOEMAKER@STPGOV.ORG
FRAN Coleman	Home Owner	882-9529	CajunQueen51@gmail.com
Rich Coleman	Home Owner	882-9529	UNIRAC40@gmail.com
Don & Amy Bordelon	Prop Owner	882 6278	amy.bordelon@yahoo.com
SYLVIA DELAUREAL	Home Owner	882-9562	SBDELAUREAL@YAHOO.COM
Randy Clement	City of Slidell-Planning	646-4320	rclement@cityofslidell.org
Maria Latour		8823389	

Public Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana
June 9, 2010, 6:30 PM

Name	Affiliation	Phone Number	E-mail
Lewis Michel	Land Owner	(985)630-2640	
Gilman Kinler	Land Owner	(985)640-0906	
JOAN BUECHE	LA DOTD	225-379-1852	coan.bueche@la.gov.
ANTHONY THOMAS	LACOMBE CHAMBER	985-590-7759	
Catherine Hauck	Land Owner	985-8825169	
Elnur Musa	DOTD	225-379-1465	elnur.musa@La.gov
Roger C. Bouche Jr	Home Owner	—	BOUCHES@BELLSOUTH.NET
PHILIP YEE	LAND OWNER	5042320030	philipyee78@hotmail.com
THOMAS YEE	LAND OWNER	9856461205	
WINSTON Chauvet	"	985-882-3007	—
BRAD HASSERT	ST. TAMMANY SHERIFF'S OFFICE	985 7268000	bradleyhassert@stpso.com
Gordon Summerlin			—
Al Hamauei	PARISH COUNCIL	(985)290-4058	AmHamauei@STPGOV.ORG
Jake Groby III	Pri. Ct	(504) 881-0265	Jbgroby@Charter.NET
SANDY ARNOULT	LAND OWNER	985 8823344	
JOHN LAVIN	State Parks	225 342 8114	—
DWAYNE BOREL	Office STATE PARKS	985-624-4443	—
Joe Fraught	Councilman City Slidell	" 788 1043	
Tom Mellere	St Tammany	9858823039	TomLAC08@yahoo.com

Public Initiation Meeting for Stage 0 Feasibility Study
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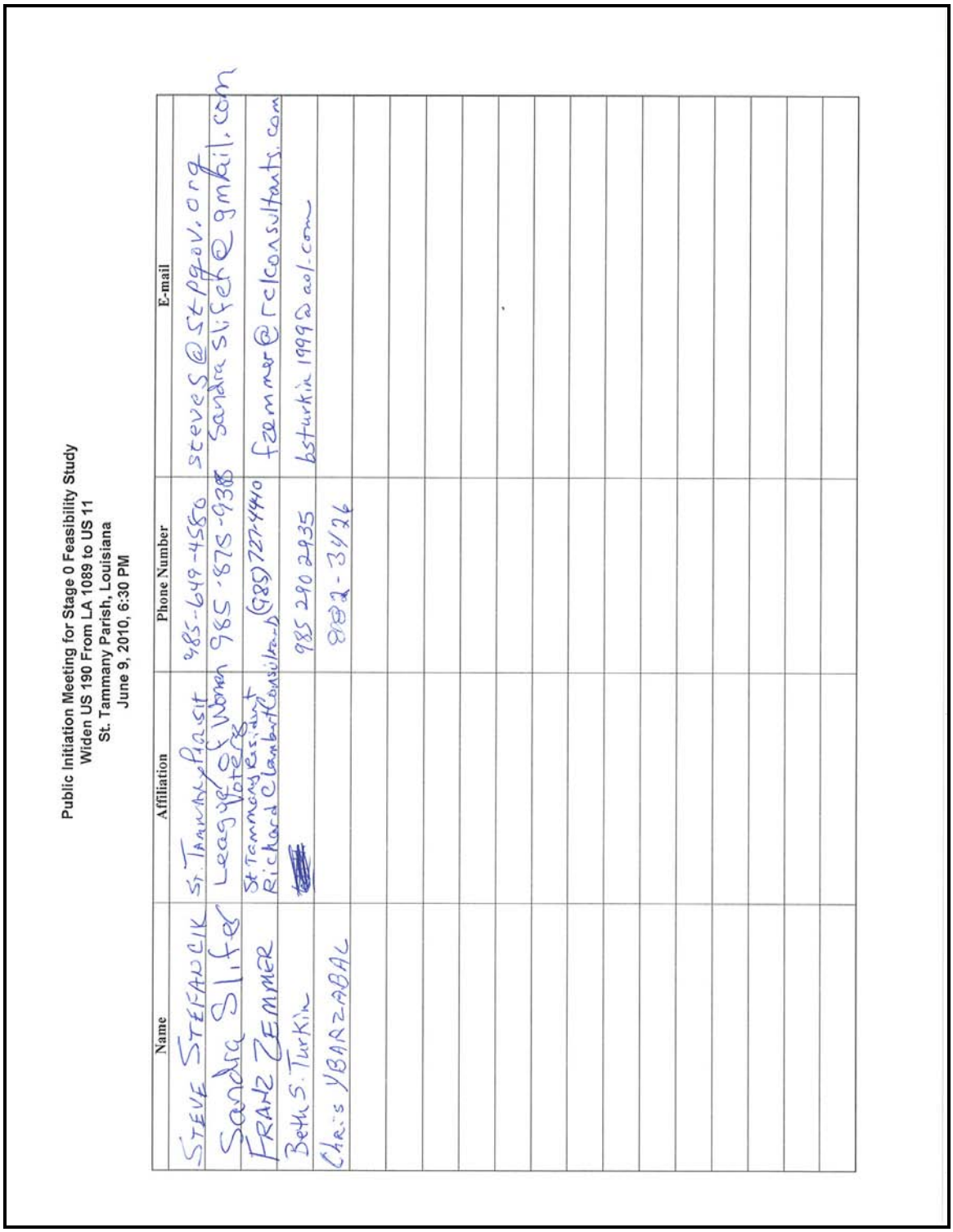
St. Tammany Parish, Louisiana
June 9, 2010, 6:30 PM

Name	Affiliation	Phone Number	E-mail
SAMMY MANNING	STPSB		
THERESE PYLE	Live on Hwy 190W	985-882-5160	
Paulette Kloeppel	Live on 190W	985-882-7235	charleskloeppel@bellsouth.ne
JOE SAVAMESE	30172 Hwy 190W	985 8823770	
John Lowell	Allen Lowell	985 641-1855	JohnLowEssens.ca
Tiffinee Brown	LADOTD	225-242-4518	tiffinee.brown@la.gov
Trena Woolridge	La DotD	225-242-4506	trena.woolridge@la.gov
David Schaeffer	60328 E. Spence Ln. Lacombe, LA 70445	985-882-7089	n/a
SAM WOODS	26523 MANDANE	882 4979	
LOUISE WOODS	✓ ✓	✓	
Jerome Ryan	7725 Hwy 437 DOTD	985-375-0250	jerome.Ryan@La.gov
Mike Sevante	St. Tamm. Parish Council	985-898-2591	mikes@stpgov.org
ERIK Smith	ST. Tammany News	985-649-0255	statics0@gmail.com
Paul E Chauvin	Lacombe Chamber	985-502-7251	paul_chauvin@HOTMAIL.COM
Donna O'Dell	City of Slidell	985-646-4270	dodell@cityofslidell.org
JAMES WALLACE	NAPA AUTO PARTS	985-643-1798	NAPAofSLIDELL@yahoo.com
Rosemary Duggan		985-645-9587	worthy7@bellsouth.net
Jamie Blend		985 882-3333	
Philippe Blend		985.882 3333	



Public Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
St. Tammany Parish, Louisiana
June 9, 2010, 6:30 PM

Name	Affiliation	Phone Number	E-mail
STEVE STEFANCIK	St. Tammany Parish	985-649-4550	steves@stpgov.org
Sandra Slifer	League of Women Voters	985-875-9388	Sandra slifer@gmail.com
FRANZ ZEMMER	St Tammany Resident Richard C Lambert Consultants	(985)727-4440	fzemmer@rclconsultants.com
Beth S. Turkin		985 290 2935	bsturkin 1999@aol.com
Chris YBARZABAL		892-3426	

Public Initiation Meeting for Stage 0 Feasibility Study
Widen US 190 From LA 1089 to US 11
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Name	Affiliation	Phone Number	E-mail
Kathleen & Richard Harris		626-9860	
GIL MARTIN	ST. JOHN CHURCH	882-3779	gilm627@bellsouth.net
HENRY E. GAUTREAUX	Political Analysist / Knights of Columbus / Beaurath / Chorister	247-7066 / 985-718-2123	N/A

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Jacob B. Graby III

Email: Jbgraby@Charter.Net

Phone Number: 504-881-0245

Comments:

Pls Consider a Round-about at Hwy 190 @ LA 59 (Northbound Turning I-12)

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaenger.com
225-296-1335

Project No. 700-52-0191 **Public Meeting** June 9, 2010 6:30 PM **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC.,
URBAN SYSTEMS, INC.

LOUISIANA ON THE MOVE DOTD BUILDS THE WAY

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: John B Graby

Email: JohnLawEsq@msn.com

Phone Number: 9456411655

Comments:

#1 Seems Y is Prone to
#2 too many roundabouts
#3 Hwy Bridges need to be Kept First especially Bayou Vincent
#4 Interrupt online & notify us.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaenger.com
225-296-1335

Project No. 700-52-0191 **Public Meeting** June 9, 2010 6:30 PM **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC.,
URBAN SYSTEMS, INC.

LOUISIANA ON THE MOVE DOTD BUILDS THE WAY

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Donna O'Dell

Email: dodell@cityofslidell.org

Phone Number: 985-646-4270

Comments:

If nothing else is done, the bridge over Bayou Vincent in Slidell should be widened. A co-worker of mine's sister was killed trying to walk across this bridge. I've seen other pedestrians attempting to cross this bridge. It is very dangerous.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaenge.com
225-296-1335

Project No. 700-52-0191 **Public Meeting** June 9, 2010 6:30 PM **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC.

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: RICHARD COLEMAN

Email: UNIRAE400@gmail.com

Phone Number: 985 882-4529

#1 of 4

Comments: LAND USE FOR A MEDIAN of 6'~22' IS A complete waist and a hinderance to efficient flow of traffic other than safety for head-on collisions which could be handled with the use of sections "JERSEY Devides" - Sections as is with its PASSING MARKINGS with 55 MPH LIMITS, ALLOWING for 40 MPH slow moving vehicles and 65 MPH existing traffic. CABLE-GUARD RAILS FOR DITCHES, ESP. on CURVES is much NEEDED.

Please submit no later than June 16, 2010 to:

#2 ROUND-ABOUTS early work in CAPE COD & TRENTON, NJ - #3 "Suicide LANES" work fine NW of Fountainbleu on US 190.

#4 Sect. 1 & 3 NEED 4 LANES.

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaenge.com
225-296-1335

Project No. 700-52-0191 **Public Meeting** June 9, 2010 6:30 PM **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC.

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Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Maria Latour

Email: Marilat2000@yahoo.com

Phone Number: 985 882-3389

Comments:

Segment 2
Alt. 1 & 2 would go through my parent bedroom. A house that is 100 + years old.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaengr.com
225-296-1335

Project No. 700-52-0191 **Public Meeting** June 9, 2010 6:30 PM **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC.

LOUISIANA IS ON THE MOVE... DOTD BUILDS THE WAY

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Tom Theller Miller Sr.

Email: TomLAC08@Cox.net

Phone Number: (985) 882-3039

Comments:

I have no Segment 2 - 1.
Alternate 1 & 2 would go through my bedroom.
What traffic counts on this one?
How would this affect relocating me and my house?

Thanks
T. E. Miller Sr.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaengr.com
225-296-1335

Project No. 700-52-0191 **Public Meeting** June 9, 2010 6:30 PM **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC.

LOUISIANA IS ON THE MOVE... DOTD BUILDS THE WAY

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: CARL MUNDELL 30255 Hwy 190

Email: MUNDELL@AOL.COM

Phone Number: 985 882 9267

Segment 3

Comments: 1. ROADWAY AT MY HOUSE HAS MEDIAN OFFSET (ON ALL 3 CONCEPTS) AND ITS EDGE AT THE EDGE OF THE STONE EMERGENCY LANE TAKING MORE PROPERTY FROM ME AND LESS FROM THE COMMERCIAL PROPERTY OPPOSITE FROM MY HOME

2. No intersection shown for Briar Lake subdivision that current has 500 homes with expansion to 800 homes.

*TRANSMISSION RD IS ACTUALLY TRANSMITTER RD.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaengr.com
225-296-1335

Project No. 700-52-0191 | **Public Meeting** June 9, 2010 6:30 PM | **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC.

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Jeannine Mud

Email:

Phone Number: 985-626-8864

Comments:

There needs to be an improvement on Lemieux to sevice the industrial facility. Sometimes there are more than 180 18-wheelers in and out of there in a day.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaengr.com
225-296-1335

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SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC.

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Paulette Kloeppel

Email: charleskloeppel@bellsouth.net

Phone Number: 985 882-7235

Comments: Please check the traffic count at Hwy 190 and N. Pontchartrain. A round-about might be in order or a traffic light. The is almost one accident a week at this intersection.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaengr.com
225-296-1335

Project No. 700-52-0191

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

Public Meeting
June 9, 2010
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Stage 0 Feasibility Study
Widen US 190
From LA 1089 to US 11
St. Tammany Parish, LA

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: RICH COLEMAN

Email:

Phone Number: 985-882-9529

Comments: S. MILL Rd intersection (present) in SECTION 3 HAS A FIRE STATION AND NO intersection NOTED. ALSO just EAST IS Another MAIN intersection for CYPRESS

JERSEY JUGHANDLES work the best but require A traffic SIGNAL.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaengr.com
225-296-1335

Project No. 700-52-0191

SHREAD-KUYRKENDALL & ASSOCIATES, INC., URBAN SYSTEMS, INC,

Public Meeting
June 9, 2010
6:30 PM

Stage 0 Feasibility Study
Widen US 190
From LA 1089 to US 11
St. Tammany Parish, LA

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Barbara Hardouin Levegue

Email: _____

Phone Number: 985-626-3323

Comments:

I condone all alternatives however, all I ask is that any improvement made that require property right of way or losses to our property are subsidized by the state.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaengr.com
225-296-1335

Project No. 700-52-0191 | **Public Meeting** June 9, 2010 6:30 PM | **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC.,
URBAN SYSTEMS, INC.

LOUISIANA ON THE MOVE DOTD BUILDS THE WAY

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fontainebleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: _____

Email: _____

Phone Number: _____

Comments:

We like the idea of round-a-bout-esp. at Pelican Park + US 190.

Please submit no later than June 16, 2010 to:

Nicci Gill
Shread-Kuyrkendall & Associates, Inc.
13016 Justice Ave.
Baton Rouge, LA 70816
ngill@skaengr.com
225-296-1335

Project No. 700-52-0191 | **Public Meeting** June 9, 2010 6:30 PM | **Stage 0 Feasibility Study** Widen US 190 From LA 1089 to US 11 St. Tammany Parish, LA

SHREAD-KUYRKENDALL & ASSOCIATES, INC.,
URBAN SYSTEMS, INC.

LOUISIANA ON THE MOVE DOTD BUILDS THE WAY

PUBLIC MEETING
Stage 0 Feasibility Study
State Project No. 700-52-0191
Widen US 190 from
LA 1089 (Fountainbleau State Park) to US 11
St. Tammany Parish, Louisiana

Contact Information (optional):

Name: Joe Fraught, Councilman, District D, Slidell, LA

Email: fraught@slidellcitycouncil.org

Phone Number (985) 646-4307 or (985) 960-6472

Comments:

The presentation was informative and clear. As a Councilman whose district covers Thompson road to the railroad track on Hwy 190W. I am very interested in the future development. Hwy 190 W was widened to three lanes after many many years of discussions. This was a tremendous improvement and benefit to the Slidell area. The problem of the two lane bridge at Bayou Bonfouca (Bayou Vincent) is the bottle neck that still remains and is a dangerous and deadly spot on this stretch. In conversations after your meeting with various officials and engineering designers, this bridge replacement is not that expensive because of its short length over the bayou, approximately 40 ft. Rough estimates put a new bridge at $750,000. When appropriate, I hope this will be incorporated in to the final plan. This bridge handles more traffic than the other two bridges along the Hwy 190W strip, plus the three lanes are working very well except for peak times. So the money spent on the bridge first instead of widening to four lanes is better because of the safety issues of our Citizens.

From: emabasey@myway.com
Subject: Widening US 190 from LA 1089 (Fontainebleau State Park) to US 11 St. Tammany Parish, Louisiana
Date: 06/12/2010 06:18 PM
To: ngill@skaengr.com
Attachments: Hwy. 190 Contact information Form.doc(412.4 KB)

JUN 15 2010

RE: WIDENING US 190 FROM LA 1089 (FONTAINEBLEAU STATE PARK) TO US 11

As property owners living on Hwy. 190 in Lacombe, my husband and I feel this ludicrous proposal is not needed or wanted in our area. Due to a lack of advertisement of the meetings about this proposed widening of Hwy. 190, it appears to us that we and our neighbors (the ones most affected by this proposal) were not given the ability to have input in it. Why the secrecy about a proposal that would take people's land? Certainly these people should have an input as to whether this proposal passes or not, as they will be directly impacted by the outcome for the rest of their lives!

We feel that most of our neighbors would not want their property taken for an unnecessary improvement. There is not enough traffic in our area to warrant the widening of Hwy. 190, nor the addition of a median. In addition, Hwy. 190 was resurfaced (using taxpayer funds) about 2 years ago and functions beautifully as it is--no need to change it. We do believe, however, that the money could be better spent improving and maintaining the drainage system along Hwy. 190; and the installation of flashing lights at dangerous intersections.

I first found out about this last meeting from my neighbor at 6:30 pm on Wednesday, June 9, 2010. She and I rushed to attend this meeting which started at 6:30 pm. We were surprised to find only about 75 people in attendance. Some people were already leaving and shaking their heads in disapproval. Simply because only a few people attended the meetings (due to a lack of advertising) this minimal turnout should not be interpreted erroneously that the majority of the people are in favor of this proposal. The majority of the comments we heard after the meeting were of worry about losing their land, homes, and/or businesses. Several people were also concerned about if they would be paid for the land taken and who would determine the worth of the land. My husband and I would also like to know who would pay for the new property surveys and land titles that would have to be done due to the change in property measurements. People do not need the stress of worrying about their land being taken from them, and possibly losing their home and/or business. In this time of an atrocious economy and staggering unemployment, it is just NOT the right thing to do.

Below, we have listed some of our concerns regarding the widening of Hwy.190 from LA 1089 (Fontainebleau State Park) to US 11:

- Loss of property to homeowners and business owners.
- The inconvenience and lengthy time it would take to do this project.
- Homes and businesses would be closer to the highway allowing the opportunity for careless drivers to damage property and/or cause injuries or deaths.
- Improvements, trees, landscaping, etc. could be lost at the entrance to the property, thus detracting from the appearance of the home and possibly devaluing the property.
- Installing culverts and closing in the ditches will cause more flooding on people's property and inside businesses as the highway is usually higher than the property and the water will not drain off the people's property as it should.

Comments:

1.)

Plan "B" is a much fairer plan. Plan "A" discriminates against the people who live WEST of Camp Salmen Road on the SOUTH side of US 190. We are being asked to give up our property while the people on the NORTH side will not be affected. Personally I will have 300 feet taken away from me going EAST to WEST. This will be taken by both Plans "A" and "B". However, Plan "A" further takes over 150 feet from my front yard going NORTH to SOUTH. I will walk out of my house on the highway if Plan "A" is implemented. It will be a tremendous handicap for the people who live in this area especially and including me.

I have lived in this area for over 52 years. Some of my neighbors have lived here longer as this is family property. If Plan "A" is implemented, my filter bed, cesspool, gas pipes, water pipes, and telephone lines would all be affected. The drainage line from my house would be affected. I feel that Plan "A" would incapacitate my entire household for the entire length of the project.

2.)

The purpose of Plan "A" is to straighten out the major curve located at the construction segment 130 -145. It is my understanding that this is being done for safety reasons. The major causes of accidents in this area are people attempting to leave the mall at the first 190 entrance where there is no traffic light to direct the traffic.The installation of a traffic light could reduce or eliminate this problem in its entirety. The second cause of accidents is rear enders to people attempting to turn. This can be eliminated by addional lanes or a turning lane. Most of the accidents in this area are minor accidents. However, if Plan "A" is implemented I feel it will create a three mile drag strip from Thompson Road to Slidell or from 433 to Highway 11.The solution to the

- Telephone poles and lines, gas pipes and meters, cables lines, etc. would all have to be moved causing inconvenience while this is being done.
- Homeowners may have to have their septic tanks and filter beds redone. Who would pay for this?
- Median between the 2-lane highway would lengthen the response time of emergency vehicles.
- Median between the 2-lane highway would cause a backup of traffic for miles along the highway due to the inability of the drivers to be able to pass slow moving vehicles.
- Median between the 2-lane highway would cause more accidents at the loons because of U-turns.
- Median would cause entrance and exit of property to be blocked forcing people to have to go a block or more in one direction in order to make a U-turn to go in the other direction where they originally wanted to go.

Ms Nicci Gill:

We were unable to scan a copy of the Contact Information Form into this e-mail, so we have sent it in the form of an attachment.

safety concerns would be to place traffic lights at all mall entrances/exits and create a turning lane or widen the road so that cars will not be rear ended.

*Note - When Highway 190 was widened at Mandeville and Highway 21 in 1995 there were curves on those highways and they were not straightened out. Let's not create a double standard that hurts people.

3.)

Alternative "B" is cheaper according to the Department of Transportation environmental statistics. (August 1997) The totals represented show Plan "B" to be 11 million dollars cheaper for maximum total cost. (see Attachment II and Attachment IV)

4.)

Alternative "B" has the least effect under Title "F" on Rails to Trails/Tammany Trace (see Attachment III)

5.)

Alternative "B" has essentially no impact on wetlands. (see Attachment III)

6.)

Noise level will be greater with Alternative "A" because vehicles will be much closer to my home.

7.)

I disagree with your findings that minorities will be substantially less affected by this development because there obviously was not communication with all parties involved. I know that I will be affected tremendously, yet I was never contacted. Also most of the non-minorities who would be displaced by Plan "B" live in trailers which would be easily moved to the next lot. However the minorities affected all live in homes which cannot be moved. (see Attachment V)

8.)

Alternative "B" has the least environmental impact on the Tammany Trace. (See Attachment III-A)

9.)

Section 4.512 - There should be no divisive or negative effect on the community. There should be little or no impact on the neighborhood where relocations are likely to take place, as the displacees will probably relocate on their remainder property or in the general area.

I disagree. The availability of property in this area is very scarce. If you are lucky enough to find a piece of property, the price is out of sight. The impact will be tremendous on people who live with construction segments 145 to 160 because most of these people have been here a long time. Our ancestors lived on this same property we are presently residing on. To uproot anyone in this small community as suggested in Plan "A" would have a very negative or divisive effect on this community.

Summary

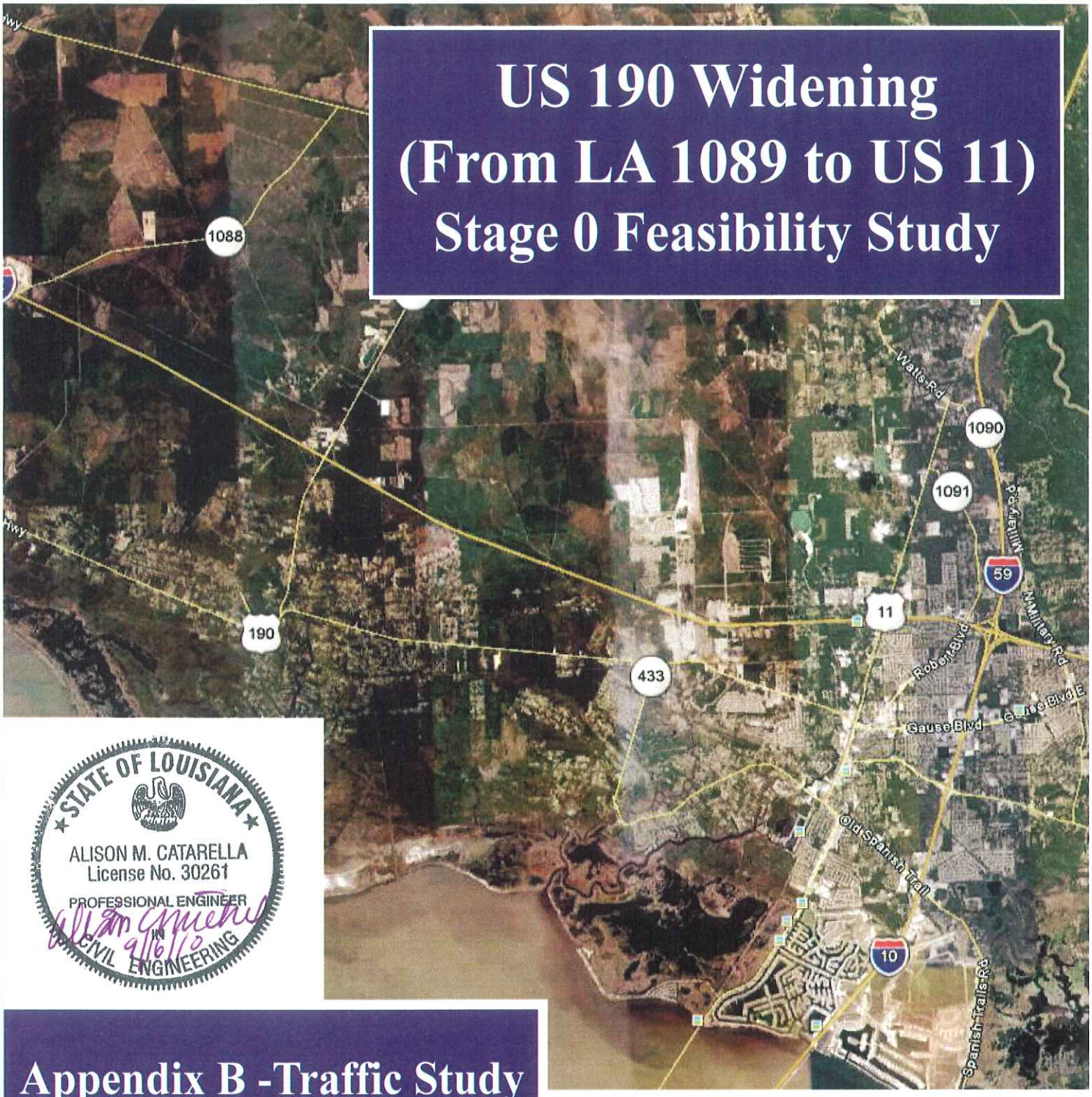
The improvements to highway 190 will benefit all. Please equalize the responsibility for widening the road among all who will benefit. Please be fair in distributing the taking of property. The only section of the project where I feel property is not being taken fairly is the area in Plan "A" from Camp Salmen Road west to construction segments 145 - 160. I live within these segments. As previously mentioned, 300 feet (west to east) is being taken from me under both Plans "A" and "B". However, Plan "A" also takes 152 feet from me (north to south) which devastates my property. I built 25 years ago and left enough room for the road to be widened. However some people did not do so. Don't punish me by putting the road 25 feet from my front door and allowing others to remain unscathed who did not prepare for widening.

APPENDIX B

TRAFFIC STUDY

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

US 190 Widening (From LA 1089 to US 11) Stage 0 Feasibility Study



STATE OF LOUISIANA
ALISON M. CATARELLA
License No. 30261
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
9/16/10

Appendix B -Traffic Study

St. Tammany Parish, LA

S.P. No. 700-52-0191

Prepared for:

Louisiana Department of Transportation and Development

Prepared by:
Urban Systems, Inc.
400 N Peters Street
New Orleans, LA 70130
Project # 09-023

In Association With:
Shread-Kuyrkendall & Associates

September 2010

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INTRODUCTION

This report summarizes the methodology and findings of a traffic study to assess the feasibility of increasing the capacity of US 190 between LA 1089 and US 11 by widening or other geometric improvement alternatives. US 190 is a two lane urban principal arterial roadway that provides connectivity between Mandeville and Slidell. US 190 runs parallel to and south of Interstate 12 and services east-west traffic flow in southern St. Tammany Parish. The purpose of the project was to "assess and identify alternative project concepts that will address existing and future roadway traffic, safety conditions, and access management strategies along US 190 at a point near LA 1089 east of Mandeville to US 11 in the City of Slidell."

METHODOLOGY

The objectives of the traffic study were to identify the existing operational needs of the corridor, estimate the projected demand conditions, develop and analyze potential improvements and establish the feasibility of increasing the capacity of US 190. The study area was defined as the US 190 corridor bounded by LA 1089 to the west and US 11 to the east. The following horizon year scenarios were identified for analysis:

- Base year (existing conditions) 2009
- Design year 2030

For the purpose of this study, the "no build" condition was defined as utilization of the existing travel lanes on US 190. Due to the mix of urban and rural developments throughout the study area corridor, US 190 was subdivided into four (4) segments of "like-kind" development and density. By separating the corridor in segments, improvements could be developed based on the specific needs of an area that may not be applicable throughout the corridor. Figure A-1 presents the four segments of the project along US 190.

Segment 1 was defined as the length of US 190 from Bayou Castine to 24th Street, approximately 5.3 miles. Segment 2 included 2.8 miles from 24th Street to Oaklawn Avenue. Segment 3 was defined as the length between Oaklawn Avenue and LA 433, approximately 5.1 miles and Segment 4 included3.5 miles between LA 433 and US 11.

Due to the minimal incremental growth that is expected from 2009 to 2010, projections and analyses were not conducted for year 2010. The following scenarios were studied.

Base Year (2009)
- Existing Conditions

Design Year (2030)
- Project "No Build"
- Project "Build"

Traffic volume data was collected to determine the base year traffic conditions. The Louisiana Statewide Travel Demand Model and growth rate projections from LADOTD Department of Planning were utilized to develop daily traffic volumes throughout the study area for year 2030 conditions. Peak hour traffic volumes were developed for both the AM and PM peak periods utilizing the existing traffic volume data, output from the Statewide Model, LADOTD growth rates, and professional judgment. Level of Service / Capacity Analysis was performed based on the projected peak hour volumes for each of the project scenarios.

Study Area

The project study area included the 18 mile segment of US 190 between LA 1089 east of Mandeville and US 11 in Slidell. US 190 varies from a five lane section at US 11 to a two-lane primary arterial roadway near Mandeville. It serves as an alternate east-west route to Interstate 12. The following fifteen (15) intersections were included in the study area. Figure A-2 presents a vicinity map of the project and indicates the project limits along US 190.

Signalized Intersections:

- US 190 at LA 433
- US 190 at Northshore Blvd.
- US 190 at Grand Theatre
- US 190 at Westminster Dr.
- US 190 at Carroll Rd. / Sunset Dr.
- US 190 at Maris Stella Ave.
- US 190 at Northside Plaza/Plaza 190
- US 190 at US 11

Unsignalized Intersections:

- US 190 at LA 1089
- US 190 at N & S Pontchartrain Dr.
- US 190 at N & S 24th Street
- US 190 at LA 1093-3
- US 190 at LA 1093-1
- US 190 at LA 434
- US 190 at N & S Oaklawn Dr.
- US 190 at Northshore Mall Entrance

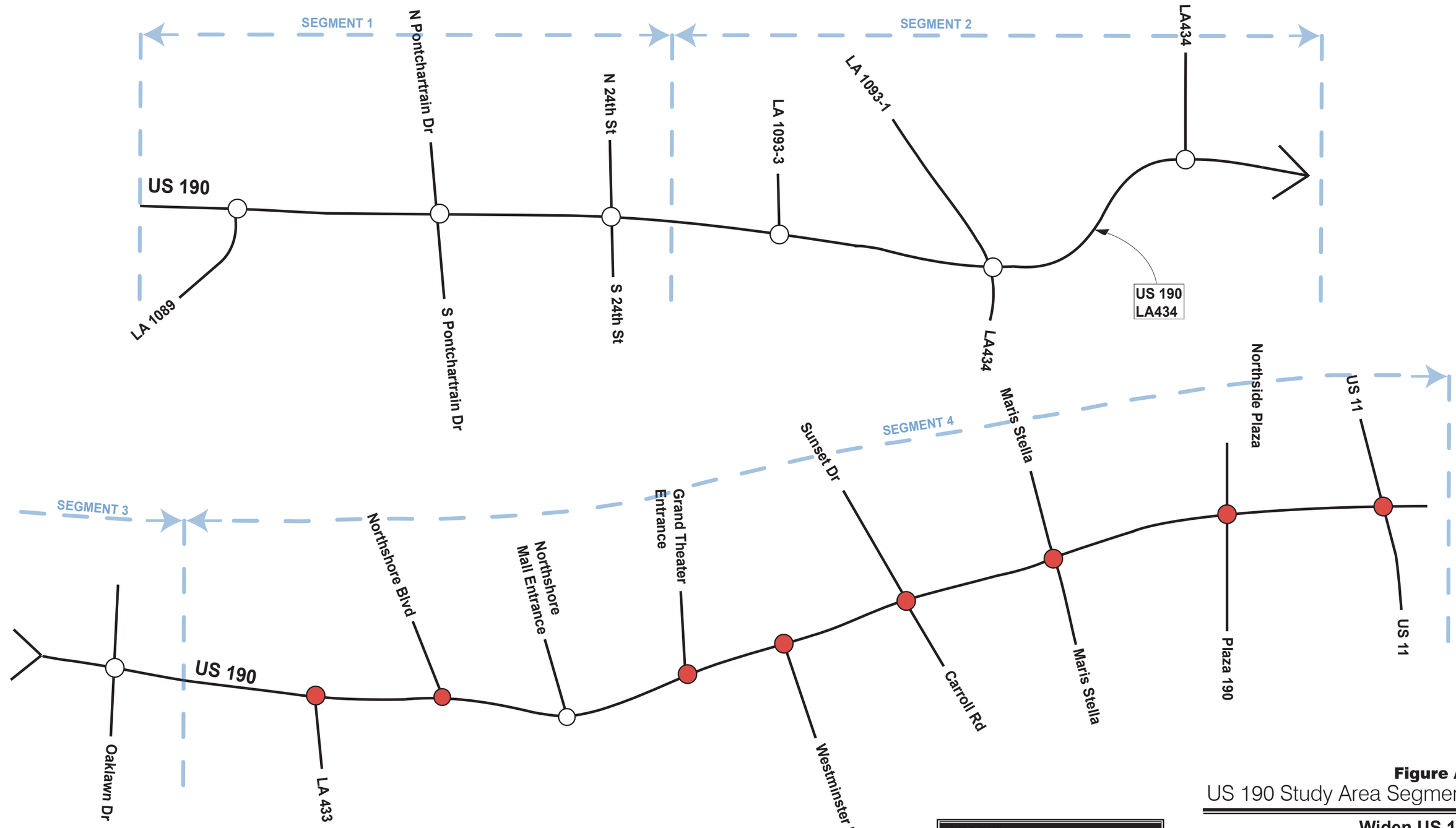


Figure A-1
US 190 Study Area Segments

Widen US 190
from LA 1089 to US 11
Stage 0 Feasibility Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS, INC.
PLANNERS & ENGINEERS
400 N. PETERS STREET
P.O. BOX 2250
NEW ORLEANS, LOUISIANA 70176
(504) 523 - 5511

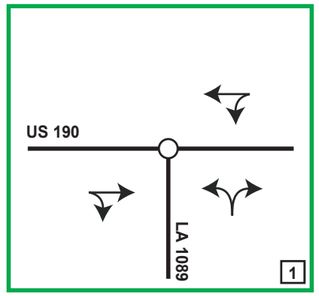
Project # 09-023

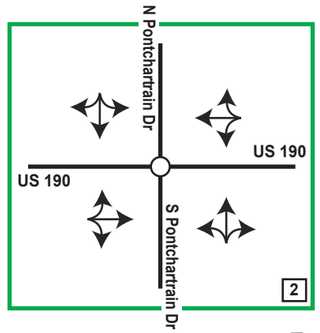
Figure A-2: Project Study Area

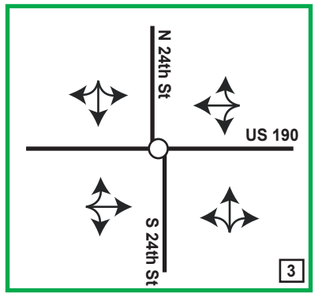
Data Collection

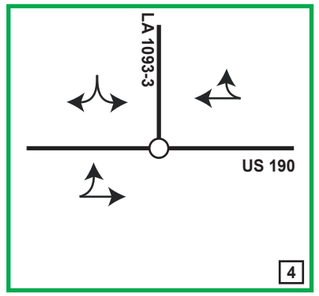
Existing traffic volume data was collected within the project study area during the month of September 2009. Twenty-four hour traffic counts were collected at eleven (11) locations along the US 190 corridor to determine daily traffic flows. Intersection turning movement counts were collected during the AM (6:30-8:30 am) and PM (4:00-6:00 pm) peak periods at sixteen (16) intersection locations. Turning movement counts for the intersection servicing Northshore Mall were collected on a Saturday from 11:00am to 1:00pm and during a typical weekday from 4:00-6:00pm. Turning movement counts for the Grand Theatre were collected on a Friday from 6:00pm to 8:00pm and during a typical weekday from 4:00-6:00pm. The specific AM and PM peak hours of demand were different along the corridor. The highest one hour period during the AM and PM count times was used for each intersection for a conservative analysis.

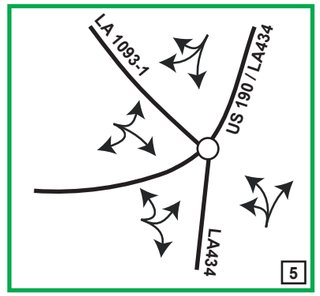
Figure B illustrates the existing lane configurations of the study area intersections. Figures C-AM and C-PM illustrate the existing recorded 24 hour daily traffic volumes along the corridor and peak hour intersection turning movement counts. The 24 hour tube counts were not adjusted to seasonal factors and are illustrated as measured. Queue counts, where observed, are also illustrated on Figures C-AM and C-PM as initial unmet demand.

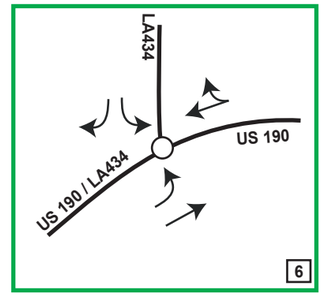


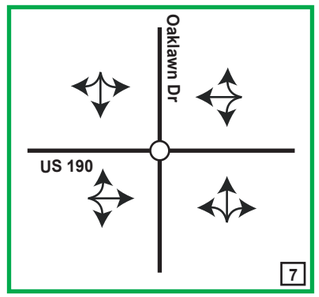


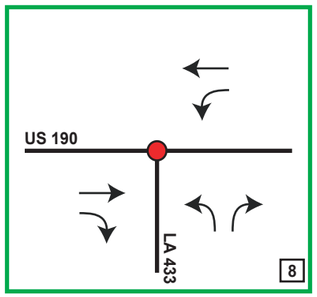


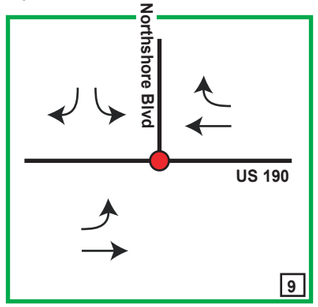


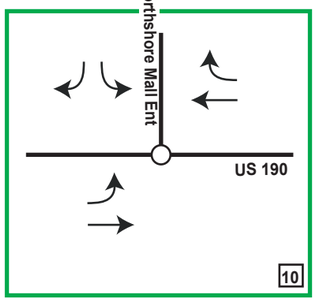


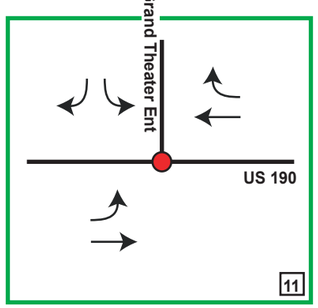


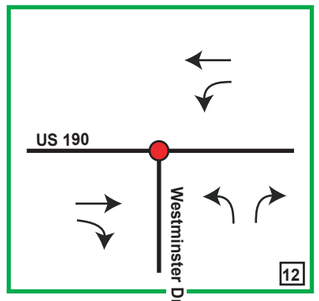


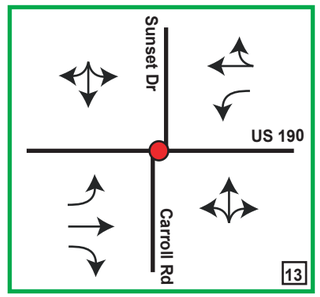


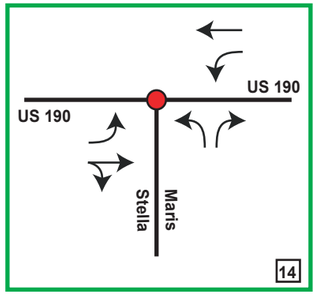


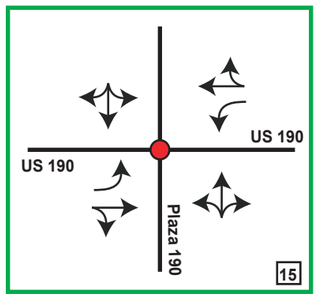


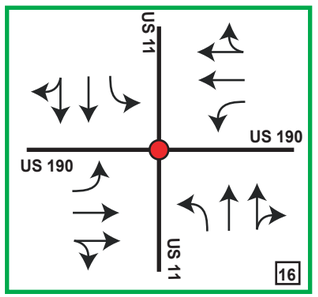


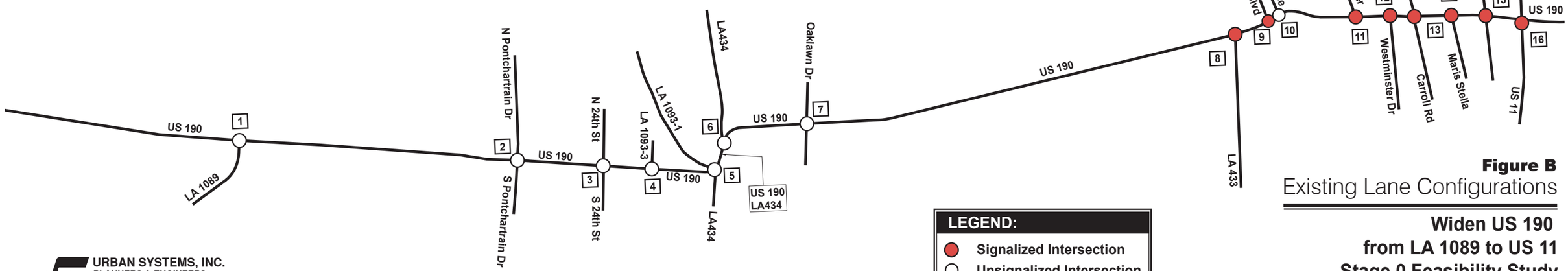












LEGEND:

- Signalized Intersection
- Unsignalized Intersection

Figure B

Existing Lane Configurations

Widen US 190
from LA 1089 to US 11
Stage 0 Feasibility Study

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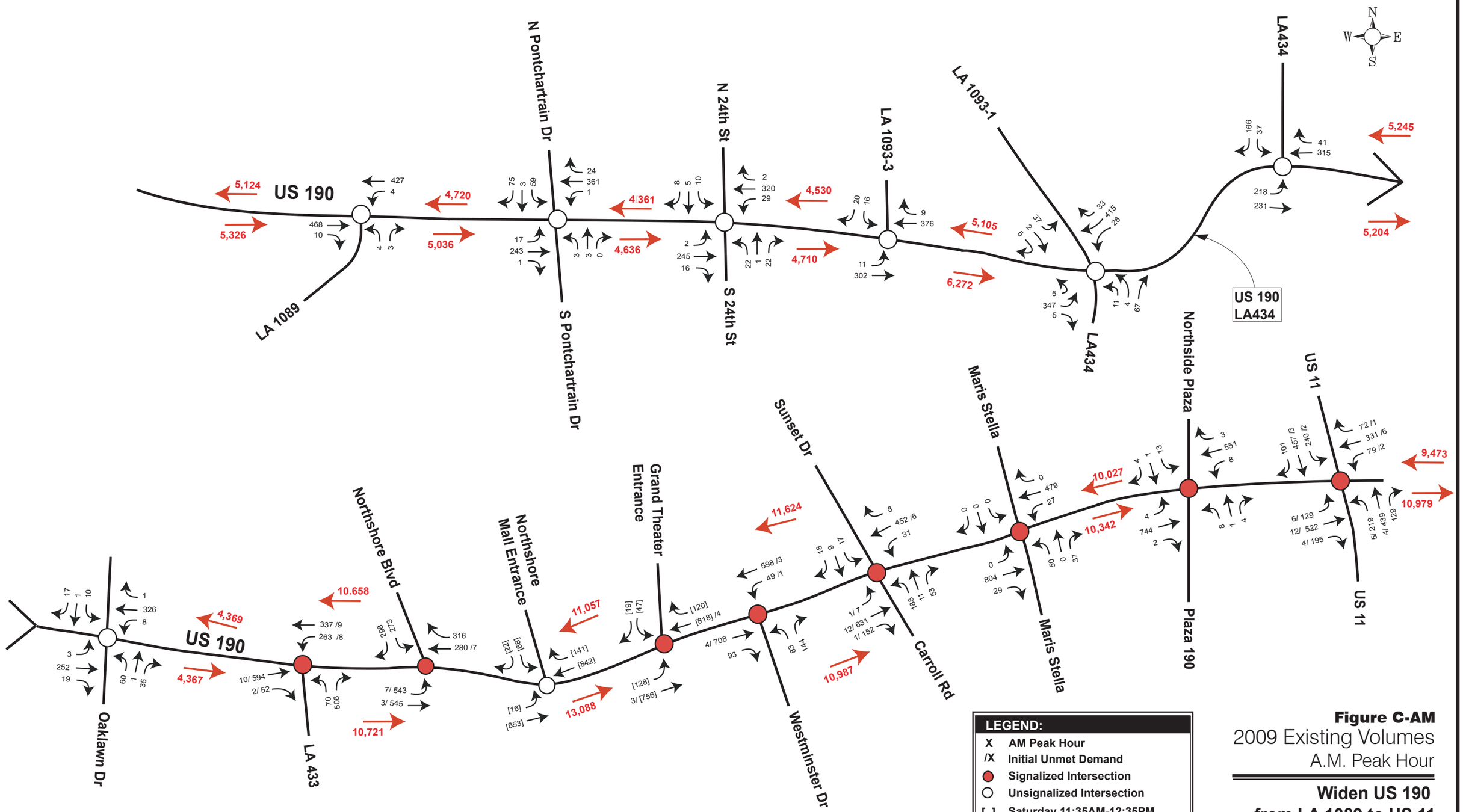

LEGEND:

X	AM Peak Hour
/X	Initial Unmet Demand
●	Signalized Intersection
○	Unsignalized Intersection
[ ]	Saturday 11:35AM-12:35PM at Mall Entrance; Friday 6:20PM-7:20PM at Theatre Entrance
XX	24-Hr Volumes

Figure C-AM
2009 Existing Volumes
A.M. Peak Hour

Widen US 190 from LA 1089 to US 11 Stage 0 Feasibility Study

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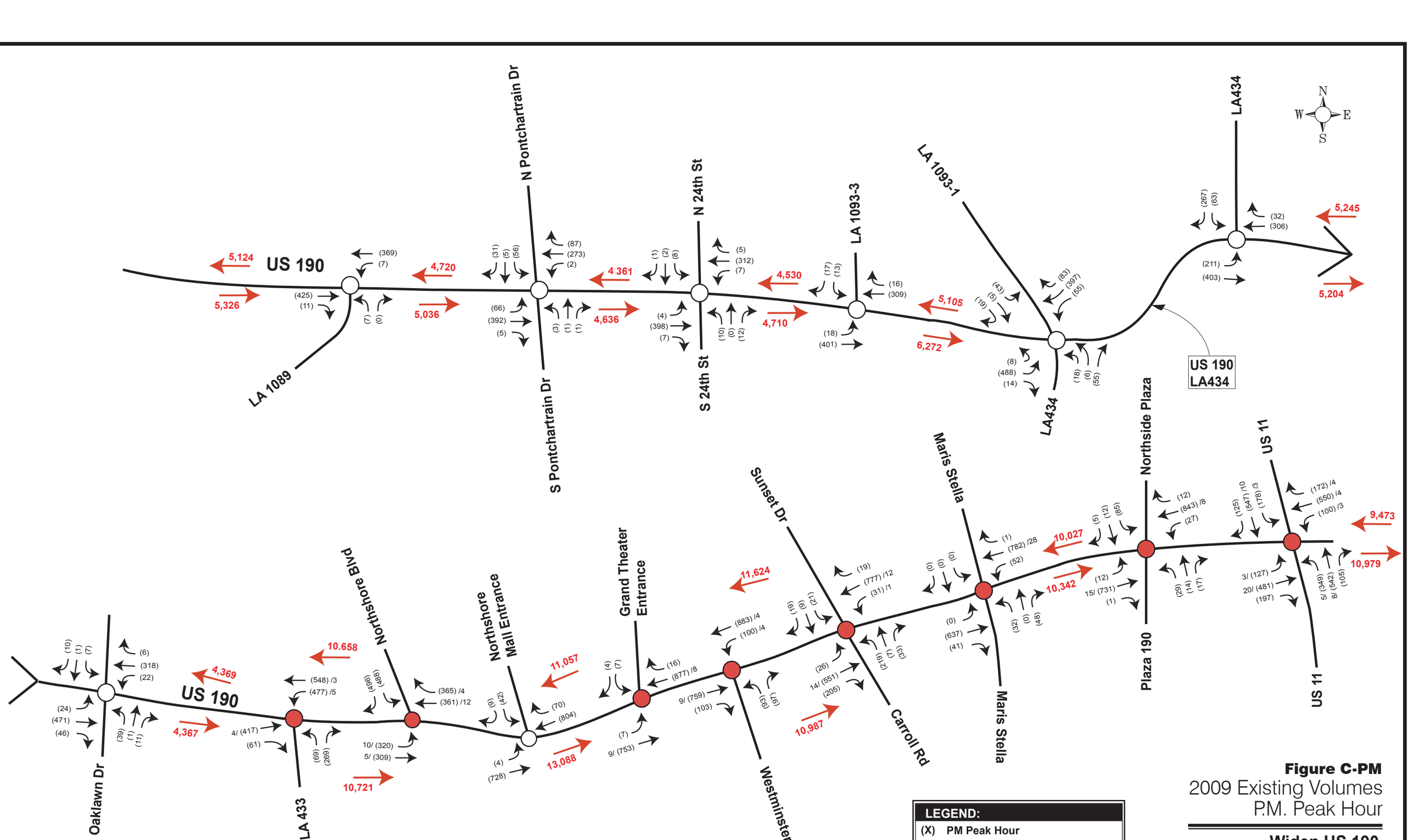

Figure C-PM
2009 Existing Volumes
P.M. Peak Hour

Widen US 190
from LA 1089 to US 11
Stage 0 Feasibility Study

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Project # 09-023

Accident Data

Accident data for the US 190 corridor was provided by LADOTD for years 2006 through 2008. The data included a summary crash list for each subject intersection. Crash data along the corridor between the subject intersections was not obtained. A basic assessment of crash data was conducted for each intersection to include a distribution of crashes by type and pavement condition. The results for pavement condition were compared to the statewide average for a two-lane urban highway.

Traffic Assignment and Forecasting

Traffic volume projections for the design year 2030 within the project study area were developed with the assistance of the Louisiana Statewide Travel Demand Model. The model was developed for LADOTD using TransCAD computer software. TransCAD utilizes geographic information, population figures, socio-economic data, and vehicular origin / destination areas within regional areas to project future traffic volumes. The 2030 street and highway networks, developed in the statewide travel demand model, include roadway improvement projects in the current financially constrained transportation plan. Roadway improvement projects are added into the model over the horizon time frame in chronological order based on each project's priority for implementation.

Using the TransCAD output as a basis for implementation and design year traffic assignment and forecasting, future ADT volumes were developed for the US 190 corridor. The ADT volumes, combined with existing peak hour turning movement counts, were used to develop future AM and PM peak hour volumes at the subject intersections. While TransCAD is a highly sophisticated computer program that utilizes a variety of data input, professional judgment was also utilized in the development of future traffic projections. Where TRANSCAD projections were estimated to be higher or lower than expected, the resulting hourly volume projections were adjusted based on expected growth in the area and engineering judgment. Projected annual growth rates provided by the LADOTD Office of Planning and Programming were also used to develop design year traffic volumes.

Traffic Analysis

Capacity analyses were performed for each of the seventeen existing intersections for the "no build" and "build" scenarios. The analyses were conducted for both the AM and PM peak hours.

Levels of Service (LOS) represent a qualitative and quantitative evaluation of the traffic operation of a given roadway segment or intersection using procedures developed by the Transportation Research Board and contained in the Highway Capacity Manual, Special Report 209. The Highway Capacity Manual (HCM) procedures have been adapted to computer based analysis packages, which include modules for each roadway condition. These analysis methods are considered appropriate for this type of study and are the widely accepted practice of evaluating impacts on traffic operations. Each analysis was performed using Highway Capacity Software Version 5.4 (HCS+).

Intersection Capacity Analysis

Levels of Service range from LOS A, a condition of little or no delay to LOS F, a condition of capacity breakdown represented by heavy delay and congestion. Level of Service B is characterized as stable flow. Level of Service C is considered to have a stable traffic flow, but is becoming susceptible to congestion with general levels of comfort and convenience declining noticeably. Level of Service D approaches unstable flow as speed and freedom to maneuver are severely restricted and LOS E represents unstable flow at or near capacity levels with poor levels of comfort and convenience.

Intersection level of service, for both signalized and unsignalized, is based on control delay in seconds per vehicle (sec/veh). Table 1 presents Level of Service criteria for signalized intersections and Table 2 presents the criteria for unsignalized intersections.

Table 1:
Level of Service Criteria for Signalized Intersections

Level of Service (LOS)	Control Delay Seconds per Vehicle
A	≤ 10
B	> 10 and ≤ 20
C	>20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Table 2:
Level of Service Criteria for Unsignalized Intersections

Level of Service (LOS)	Control Delay Seconds per Vehicle
A	≤ 10
B	> 10 and ≤ 15
C	>15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Capacity analysis for the signalized intersections in the 2009 base conditions were conducted based on existing traffic, signal phasing and timing, as presented in the Louisiana Department of Transportation and Development's Traffic Signal Inventories. Queues at each intersection were collected during the peak hour turning movement counts. The queue values were input into the analysis modules of HCS+ in the initial unmet demand fields to better represent actual observed conditions of queues extending from one signal to another. I-values were also calculated and input into the analysis module to account for progression and interconnectivity between non-isolated signals.

Potential improvements were developed for each segment of US 190 based on traffic projections, operating conditions and public input. Analysis was conducted for the alternatives with the projected traffic demand. The resulting LOS and delays expected for each scenario were compared to determine the impact of each proposed alternative on traffic conditions and to determine their feasibility.

Arterial Capacity Analysis

Capacity analyses were performed for four (4) segments of US 190 during the AM and PM peak hours of travel with base conditions, no build conditions, and the proposed alternatives. The two-lane highway analysis and multi-lane highway analysis modules of HCS+ were utilized.

Two Lane Section Capacity Analysis

For two-lane highways that facilitate shorter trips and multiple trip purposes, as does the US 190 study area, the Highway Capacity Manual measures LOS quality by *percent-time-spent-following.* LOS A describes the highest quality of traffic service, when motorists are able to travel at their desired speed. LOS B characterizes a slightly higher impedance of traffic flow. LOS C describes further increases in flow, resulting in noticeable increases in platoon formation, platoon size, and frequency of passing impediments. LOS D describes unstable traffic flow. The two opposing traffic streams begin to operate separately at higher volume levels, as passing becomes extremely difficult. At LOS E, traffic flow conditions have a percent time-spent-following greater than 80 percent. Passing is virtually impossible and platooning becomes intense, as slower vehicles or other interruptions are encountered. Volumes are lower than capacity and speeds are highly variable. Table 3 presents Level of Service criteria for two-lane highways.

Table 3:
Level of Service Criteria for Two-Lane Highways

Level of Service (Class II Highways)	Percent Time Spent Following
A	≤40
B	>40 and ≤55
C	>55 and ≤70
D	>70 and ≤85
E	>85

Multi-Lane Section Capacity Analysis

According to the Highway Capacity Manual, level of service on a multi-lane highway is characterized by three performance measures:

- Density, in terms of passenger cars per mile per lane (the primary performance measure);

- Speed, in terms of mean passenger car speed; and
- Volume to capacity ratio.

LOS A describes completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. LOS B also indicates free-flow, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver. In LOS C, the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles. At LOS D, the ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. LOS E represents operations at or near capacity, an unstable level. LOS F represents forced or breakdown flow.

Table 4 presents Level of Service criteria for multi-lane highways.

Table 4:
Level of Service Criteria for Multi-Lane Highways

Level of Service (Free-Flow Speed 45 mph)	Maximum Density Passenger cars per mile per lane
A	≤11
B	>11 and ≤18
C	>18 and ≤26
D	>26 and ≤35
E	>35 and ≤45
F	>45

Travel Time Study

Multiple travel time runs were conducted on US 190 in the Slidell area (Segment 4) which is the most densely developed segment of the study area corridor and the segment which includes all the signalized intersections in the study area. The travel time samples were performed in January and February 2010 during typical weekdays during the AM and PM peak times. The vehicles were driven as close to the speed limit as possible to simulate "normal" driving conditions. The terminus points of the travel time runs were LA 433 to the west and US 11 to the east, a distance of approximately three and one half (3.5) miles. The travel times during various conditions/times of day were recorded and the observations were used to calibrate and validate capacity analysis results.

SEGMENT 1 – Bayou Castine To 24th Street (5.3 Miles)

Roadway Characteristics
In Segment 1, US 190 is a two-lane, undivided arterial roadway with eight (8) foot gravel shoulders. The posted speed limit is 55 mph. The two bridge crossings within this segment do not include shoulders. An eastbound left-turn lane is provided for traffic entering Pelican Park at Nine Mile Road and for entering Monteleone Junior High School at the only school driveway. Photos 1 through 4 document several roadway sections along Segment 1 at the time of this report.

Land Use / MAP
While the primary land use is rural/agricultural with very low density residential, several significant facilities are located in this segment: Southeast Louisiana Hospital/Operation Jump Start, Pelican Park, Fountainbleau State Park, and LP Monteleone Junior High School. On the eastern end of this segment, Forest Glen subdivision is located on the north side of US 190 accessible via Pontchartrain Drive. Figure 1-1 presents a land use map of segment 1.

Developability
According to representatives of the St. Tammany Parish Administration, the residents in this segment are very resistant to commercial development. Numerous rezoning requests from residential to commercial classification have been denied primarily due to local opposition. Periodic residential development can be expected.

Field Observations
Observations in this segment indicated that traffic flow on US 190 was good as development density is very low.

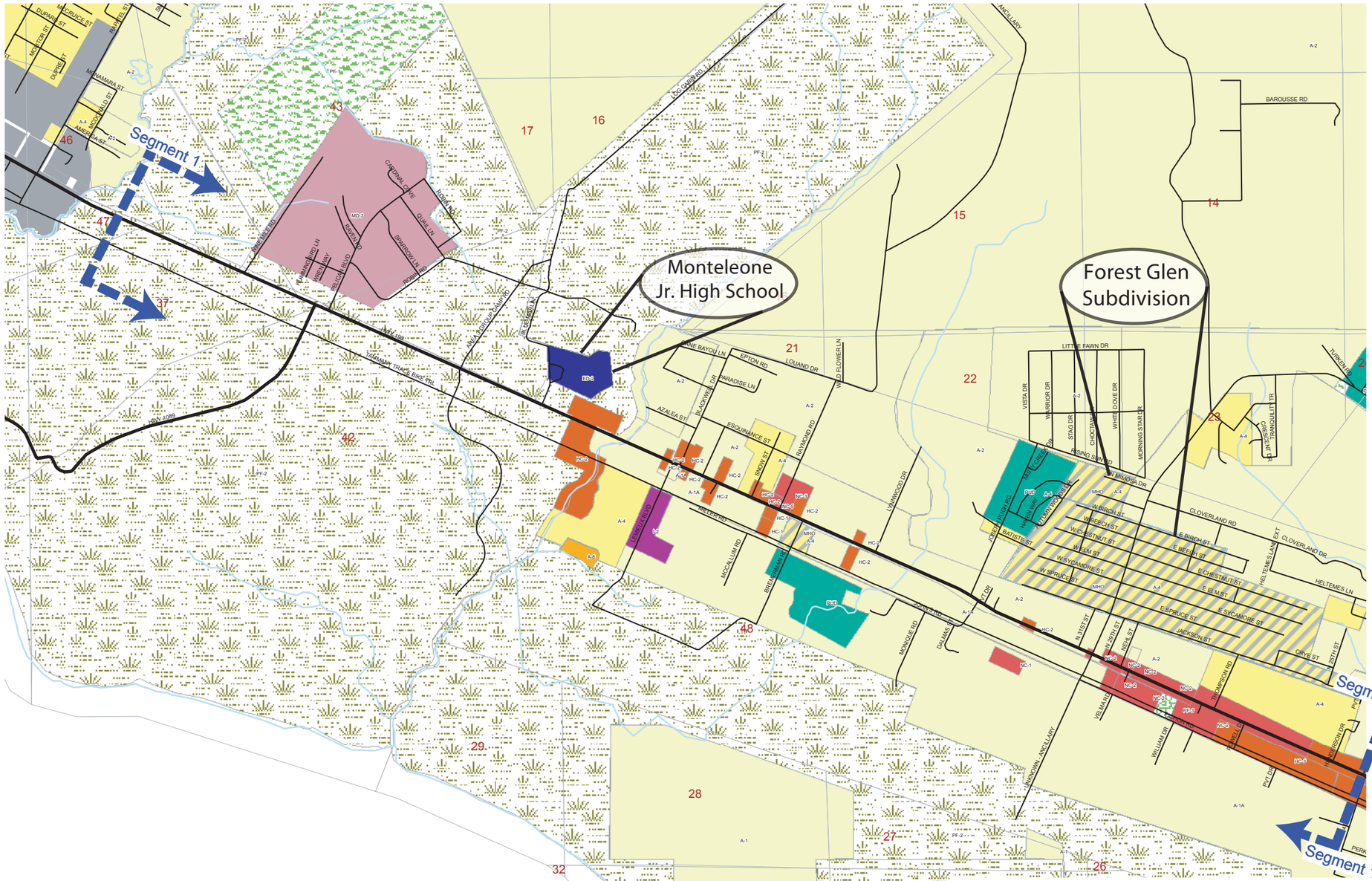
Citizen Input
Public input indicated that traffic flows well through this area. Left-turn and right-turn lanes, however, were suggested as safety needs for the intersections of LA 1089 and Pontchartrain Drive.

Planned Projects
At the time of this report, no known large-scale projects were planned for this segment.

Zoning Districts

A-1	I-2
A-1A	MD-3
A-4	PF-1
A-6	PF-2
NC-3	ED-2
NC-5	PUD
HC-2	MHO

N
W E
S



St. Tammany Zoning Districts

A-1 - Suburban
A-1A - Suburban
A-4 - Single Family Residential
A-6 - General Multiple Family
NC-1 - Professional Office
NC-2 - Indoor Retail and Service
NC-3 - Lodging
NC-5 - Retail and Service
HC-1 - Highway Commercial
HC-2 - Highway Commercial
I-2 - Industrial
MD-3 - Medical Facility
PF-1 - Public Facilities
PF-2 - Public Facilities
ED-2 - Higher Education
PUD - Planned Unit Development
MHO - Manufactured Housing Overlay

This data was provided by the St. Tammany Parish Planning Department.

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Figure 1-1
Land Use Map
Segment 1 - Bayou Castine to 24th Street

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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Photo 1: On US 190 Looking East
West of LP Monteleone JHS Drive

Photo 2: On US 190 Looking West
At Bridge Over Cane Bayou

Photo 3: On US 190 Looking West
East of Intersection with Pontchartrain Drive

Photo 4: On US 190 Looking East
West of Intersection with Pontchartrain Drive

Accident Data

A cursory review of the accident data for the Segment 1 of US 190 corridor was conducted for this study. The summary of accidents for the years 2006-2008 by intersection location for Segment 1 is presented in Table 5.

Table 5: Summary of Accidents by Intersection Locations for Segment 1

INTERSECTION	2006	2007	2008
LA 1089	2	2	5
PONTCHARTRAIN	3	12	6
24TH	3	1	2

Although a review of Table 5 indicates a more than doubling of the crashes at LA 1089 in 2008, the overall number is relatively low. A spike in crashes at Pontchartrain in 2007 occurred, and the number of crashes at 24th Street was fairly consistent.

A comparison of crashes within the segment on wet pavement versus dry was reviewed to determine if the roadway surface could be contributing to accident frequency. The results are presented in Chart 1.

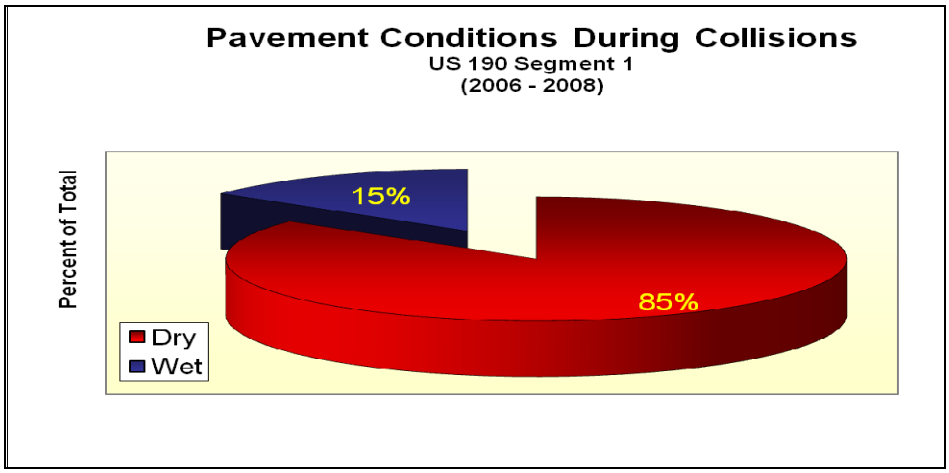


Chart 1: Pavement Conditions During Collisions

The statewide average for a urban two-lane section in 2006 was reported as 16.28%. Chart 1 indicates 15% of the crashes occurred on wet pavement indicating that the surface condition of US 190 is unlikely a factor contributing to crash frequency.

Chart 2 presents a summary of the type of collisions experienced on Segment 1 during the three year study period (2006-2008) as reported in the summary crash list.

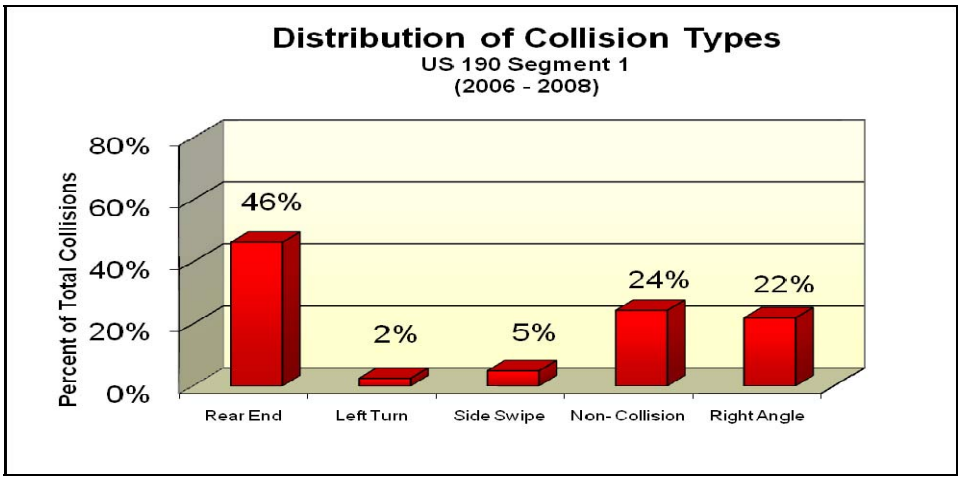


Chart 2: Distribution of Collision Types

A review of Chart 2 indicates a potential over-representation of non-collisions (typically roadway departures) and right angle crashes. The statewide averages in 2006 for urban two-lane run off road crashes was 13.88% and 15.02% for right angle crashes. However, it is not comparable to this data which was reported for the intersections only and not along the corridor between intersections. A thorough review of the crash reports would be needed to confirm the actual nature of the right angle crashes.

Based on citizen input, a more detailed analysis of crash data at the intersections of Pontchartrain and LA 1089 may be warranted. It was not possible to tell based on the safety data provided whether or not the lack of shoulders on the two bridges in the segment contributed to crash frequency.

Turn Lane Warrants
Analyses for Segment 1 indicated that turn lanes were warranted for the following locations and scenarios:

Existing:
- Left-turn lane on US 190 eastbound at Pontchartrain Drive
- Right-turn lane on US 190 westbound at Pontchartrain Drive

2030 No Build:
- Left-turn lane on US 190 westbound at LA 1089
- Right-turn lane on US 190 eastbound at LA 1089
- Right-turn lane on US 190 eastbound at 24th Street
- Left-turn lane on US 190 westbound at 24th Street

Alternatives Development
Four alternatives were developed for this segment. Alt 1A is a two-lane roadway with 22’ median and median openings. Alt 1B is two-lane roadway with 22’ median and roundabouts. Alt 2 is the widening of US 190 from two-lanes undivided to four-lanes

divided with full access 22' median openings, partial median openings, and u-turns. Alt 3 is the widening of US 190 to four-lanes with a 42' depressed median openings. Alt 1A and Alt 2 include the turn lanes identified as warranted at three of the subject intersections. Schematic layouts of these alternatives are presented on pages 19-22 of this report.

Projected Traffic Volumes

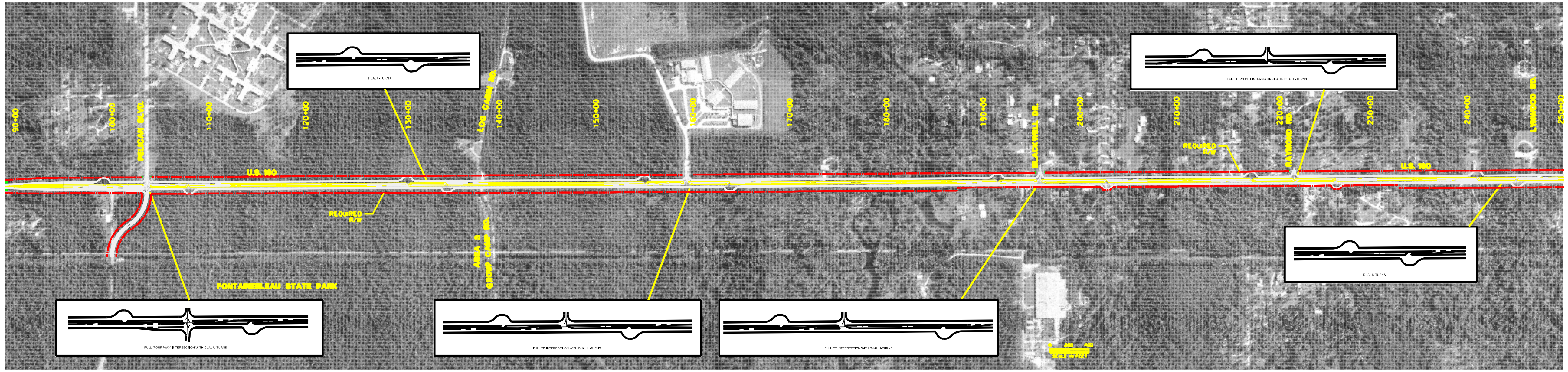
The No Build projected traffic volumes for the design year 2030 in Segment 1 were developed using an annual growth rate of 1.9% provided by the LADOTD Department of Planning and Programming. 2030 No Build volumes were utilized in the traffic analysis for Alts 1A and 1B. The traffic volumes are not expected to change in these alternatives as the improvements are proposed at the study area intersections only. Figure 1-2 presents the traffic volumes for 2030 No Build, Alt 1A, and Alt 1B. The traffic volumes for Alt 2 were developed using TransCAD output, the expected growth in the area and engineering judgment. Figure 1-3 presents the traffic volumes for Alt 2. Traffic volumes for Alt 3 were not developed as the study area intersections in Segment 1 would operate as right in, right out only. Analyses were not performed for this alternative as the existing left turning traffic would utilize u-turns at the nearest median opening and at the time of this report, an appropriate tool for capacity analysis of u-turn movements was not available. Micro-simulation should be conducted for further study.

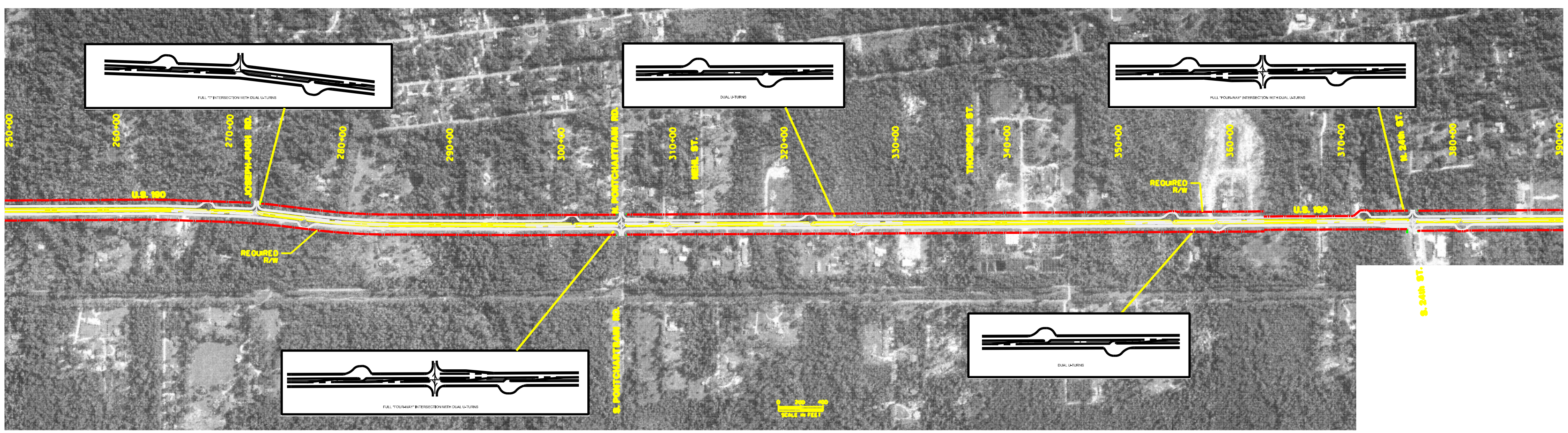
Capacity Analysis

A review of Tables 6 and 7 indicates that the intersection approaches in Segment 1 are expected to operate at acceptable LOS conditions during both the peak periods for the existing conditions. This is consistent with the field observations. The 2030 No build analyses indicates that improvements are needed to increase side street capacity at Pontchartrain Dr. and at 24th Street southbound. The analysis for Alt 1A included intersection improvements on US 190 at LA 1089/Pelican Blvd., at Pontchartrain Dr., and at 24th St. and indicated that acceptable operating conditions are expected. The analysis for Alt 1B that included roundabouts at Pontchartrain Dr and at 24th Street indicated that improved operating conditions would be expected vs. both Alt 1A and Alt 2. The widening of US 190 to a divided four-lane section in Alt 2 is expected to provide acceptable operational conditions through the design year of 2030 Build.

Conclusions

The No Build analysis indicates that improvements to the existing subject intersections are required to meet 2030 demand year conditions in Segment 1. Turn lane warrants indicated the need for specific turning lanes at each of the subject intersections. 2030 Build analyses with the turn lanes indicate that an improvement in level of service and delay conditions would be expected without widening of US 190 to four lanes. Analysis indicates that Alts 1A, 1B and 2 are expected to improve traffic conditions, and although not analyzed, Alt 3 may also improve traffic conditions. Further study, however, is required for all four alternatives. Safety improvements may also be warranted, but more detailed analysis is needed to determine specific needs and countermeasures.





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SCALE IN MILES

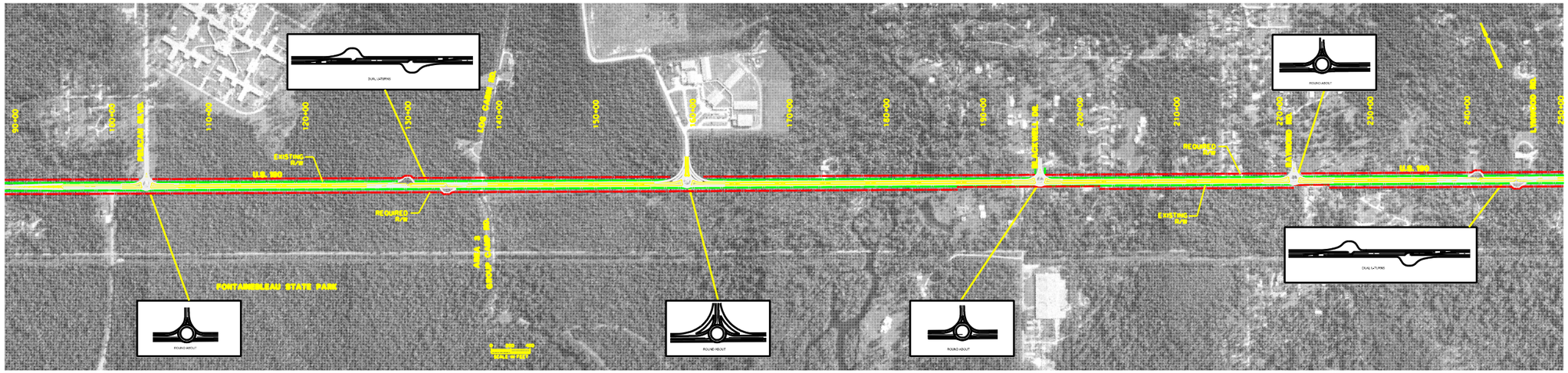
S.P. NO. 700-52-0191

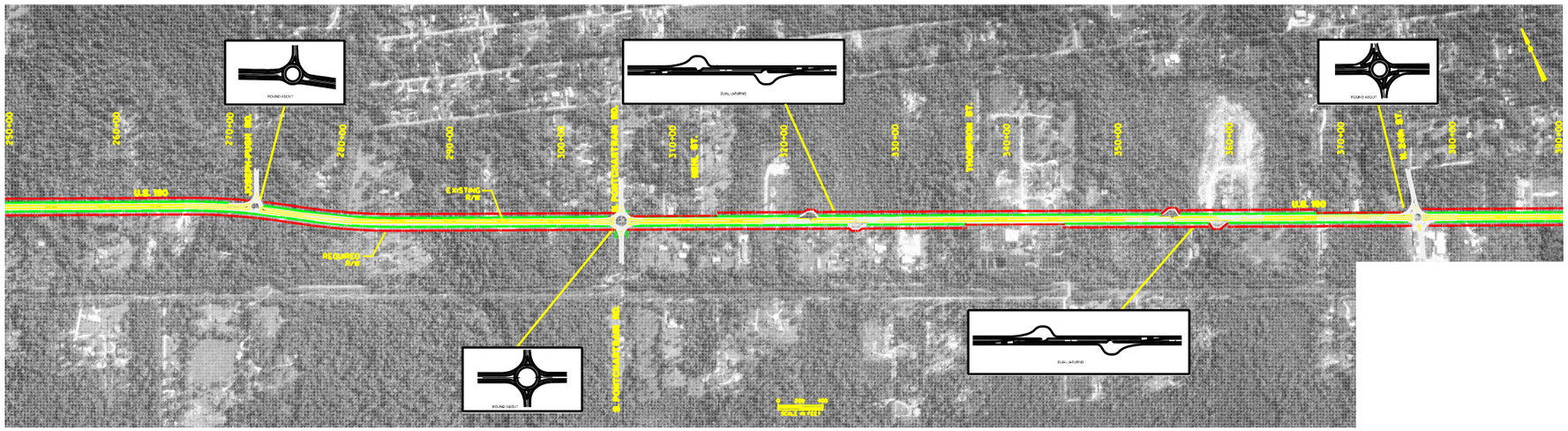
SEGMENT 1:
FONTAINEBLEAU STATE PARK
TO LACOMBE
ALTERNATE 2

STAGE O FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	





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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 1:
FONTAINEBLEAU STATE PARK
TO LACOMBE
ALTERNATE 1B

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

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DESIGNED	DRAWN	CHECKED	APPROVED
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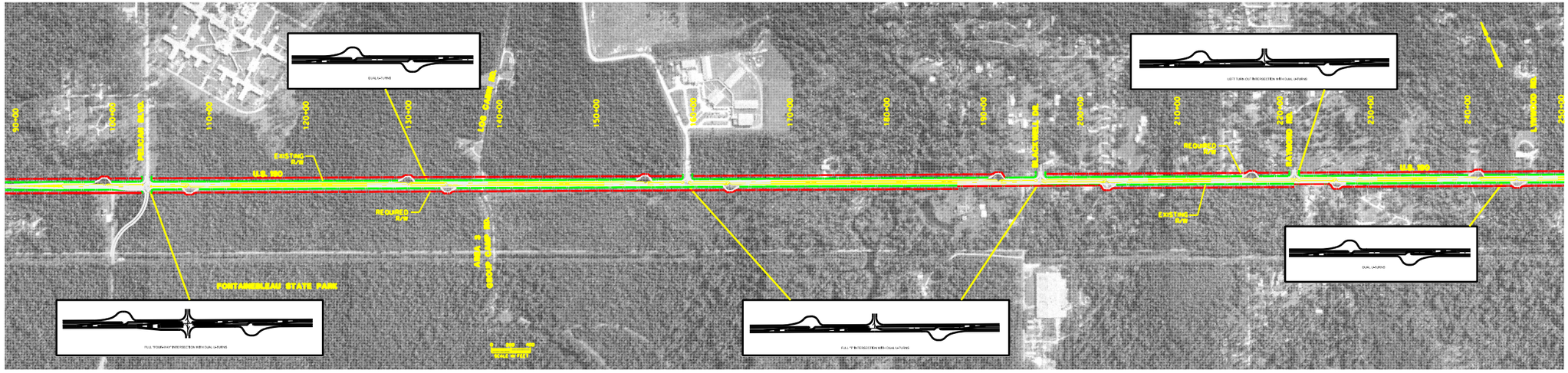

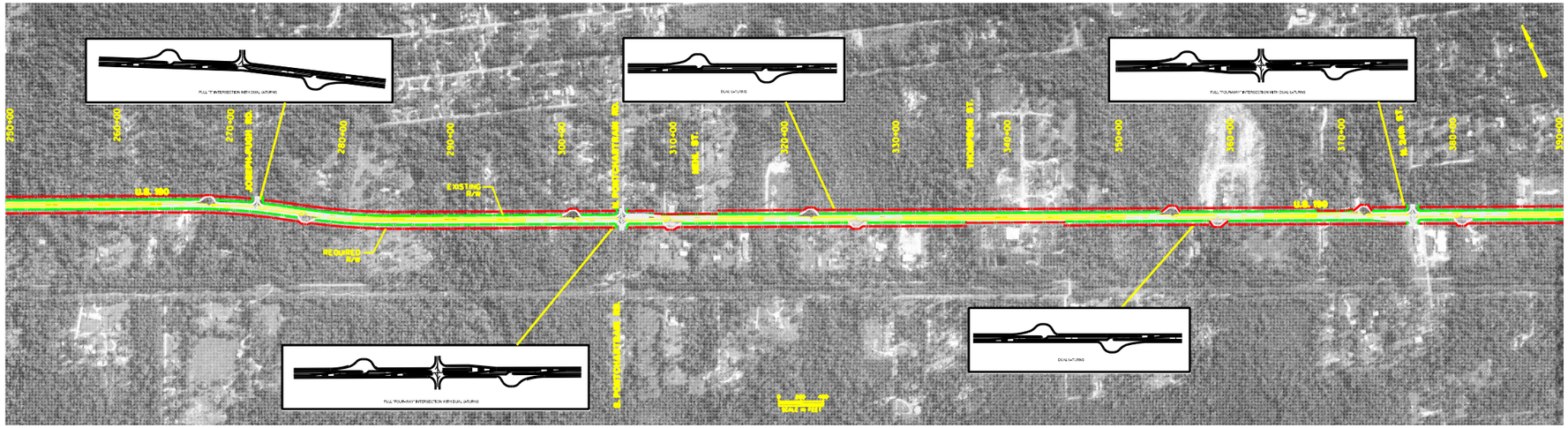

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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 1:
FONTAINEBLEAU STATE PARK
TO LACOMBE
ALTERNATE 1A

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

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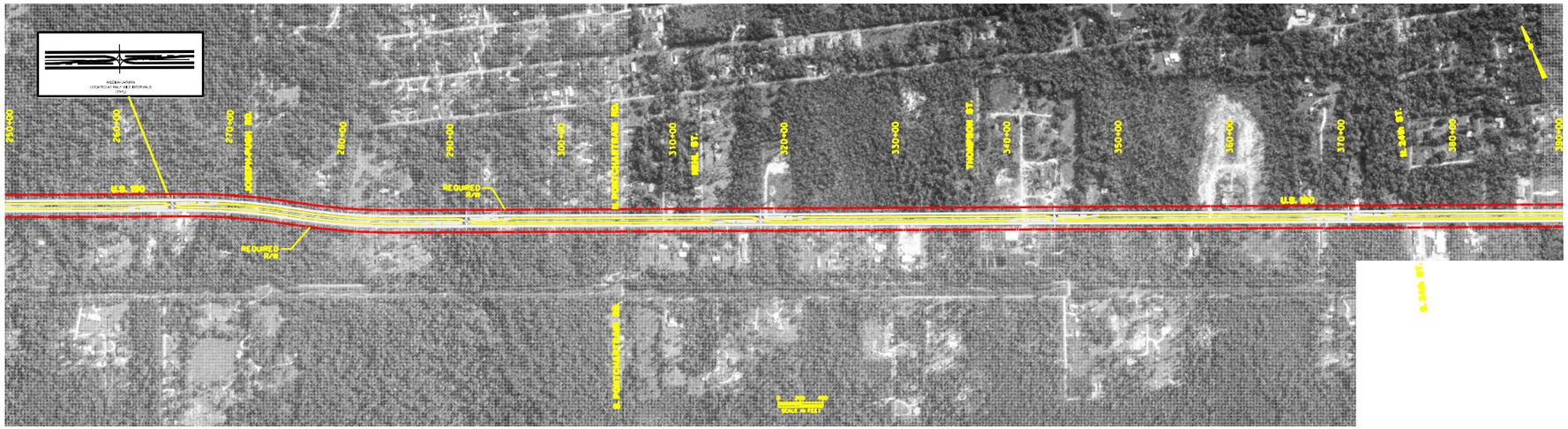

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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 1:
FONTAINEBLEAU STATE PARK
TO LACOMBE
ALTERNATE 3

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

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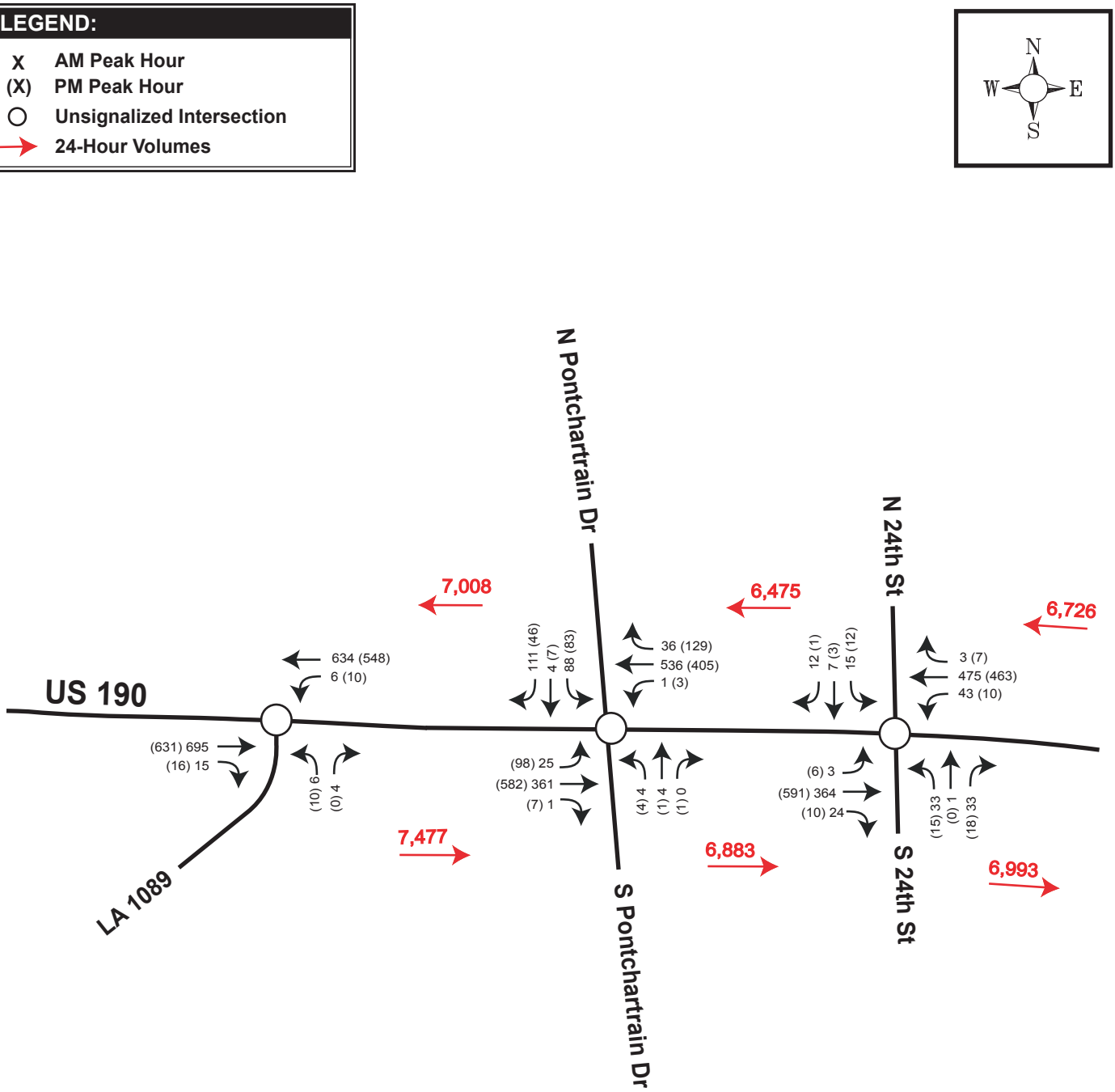

Figure 1-2

2030 No Build, Alt 1A and 1B Volumes
Segment 1 - Bayou Castine to 24th Street

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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(504) 523 - 5511

Project # 09-023

LEGEND:

- X — AM Peak Hour
- (X) — PM Peak Hour
- ○ — Unsignalized Intersection
- → — 24-Hour Volumes

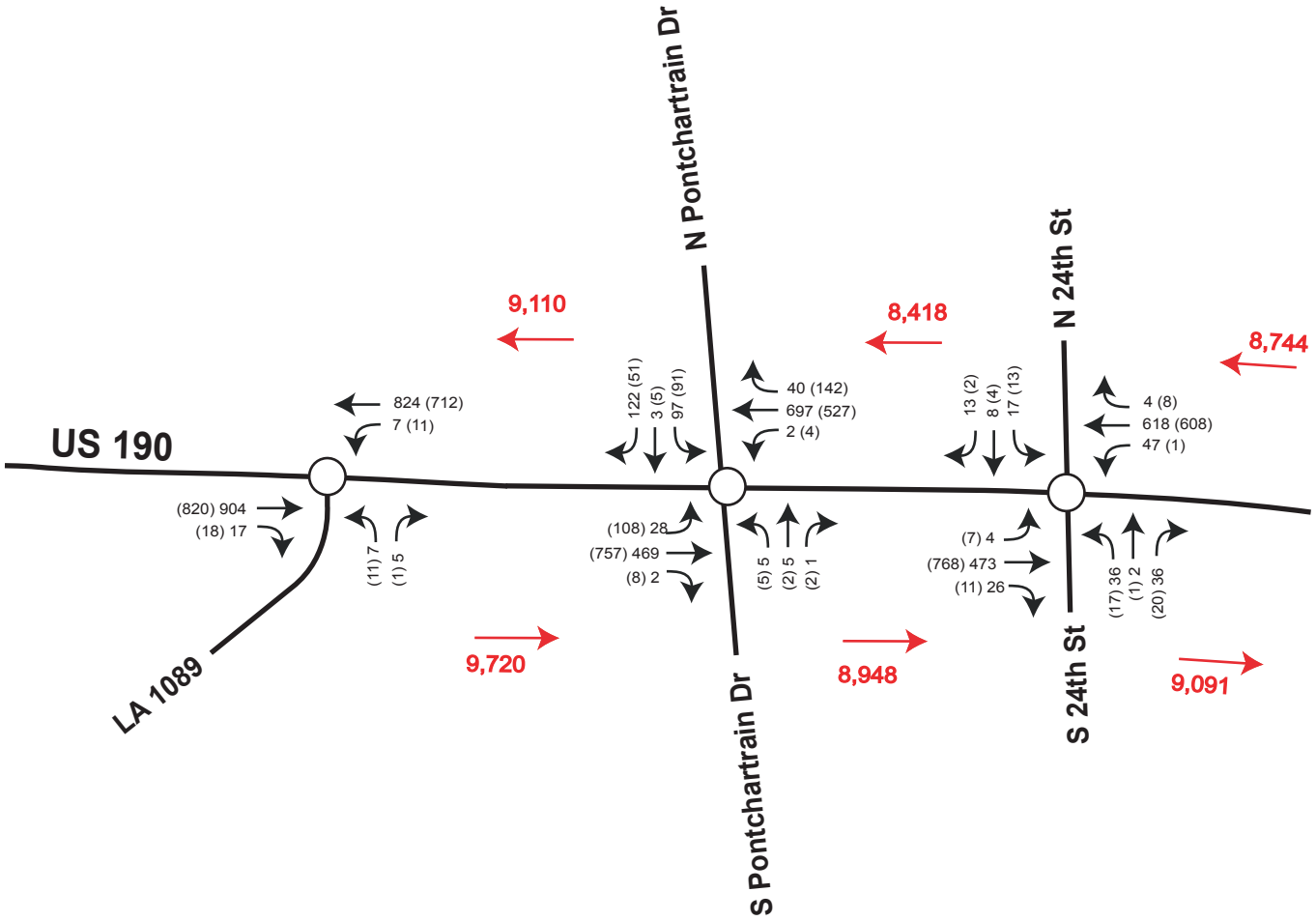

Figure 1-3
2030 Build Alt 2 Volumes (4 Lanes)
Segment 1 - Bayou Castine to 24th Street

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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Table 6 - Segment 1
Level of Service and Capacity Analysis Results - AM Peak

Location	Approach	2009 Base		2030 No Build		2030 Build					
						2 Lanes w/Medians (Alt 1A)		2 Lanes w/ Roundabouts (Alt 1B)		4 Lanes w/Medians (Alt 2)	
		LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh
Unsignalized											
US 190 at LA 1089	US 190 WB	A	8.5	A	9.5	A	9.5			B	10.5
	US 190 EB	-	-	-	-	A	9.0			A	9.8
	LA 1089 NB	C	16.0	D	28.2	C	17.5			C	18.0
US 190 at Pontchartrain Dr.	**Overall**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**11.2**	**-**	**-**
	US 190 EB	A	8.3	A	9.0	A	9.0	B	11.6	A	9.8
	US 190 WB	A	7.7	A	8.1	A	8.1	B	10.8	A	8.4
	Pontchartrain NB	C	17.9	D	32.9	C	20.4	B	9.2	C	19.6
	Pontchartrain SB	C	18.5	F	83.6	D	30.4	B	11.5	E	36.5
US 190 at 24th Street	**Overall**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**10.9**	**-**	**-**
	US 190 EB	A	8.0	A	8.5	A	8.5	B	11.1	A	9.1
	US 190 WB	A	7.9	A	8.3	A	8.3	B	11.2	A	8.7
	24th Street NB	C	15.5	D	34.4	C	18.9	B	8.2	C	18.7
	24th Street SB	C	15.1	D	25.3	C	17.0	B	8.9	C	18.6
Arterial											
Bayou Castine to 24th Street	Overall	**D**	**0.28**	**D**	**0.42**						
	US 190 EB									A	8
	US 190 WB									A	9.5
Turn Lane Warrants											
		Yes	**No**	**Yes**	**No**						
US 190 at LA 1089	Eastbound Right		X	X							
	Westbound Left		X	X							
US 190 at Pontchartrain Dr	Eastbound Right		X		X						
	Eastbound Left		X	X							
	Westbound Right	X		X							
	Westbound Left				X						
US 190 at 24th Street	Eastbound Right		X	X							
	Eastbound Left		X		X						
	Westbound Right		X		X						
	Westbound Left		X	X							

*Delay for two-lane roadways is measured in volume to capacity (V/C) ratio. Delay for multi-lane roadways is measured by density (pc/mi/ln).

Table 7 - Segment 1
Level of Service and Capacity Analysis Results - PM Peak

Location	Approach	2009 Base		2030 No Build		2030 Build					
						2 Lanes w/Medians (Alt 1A)		2 Lanes w/ Roundabouts (Alt 1B)		4 Lanes w/Medians (Alt 2)	
		LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh
Unsignalized											
US 190 at LA 1089	US 190 WB	A	8.4	A	9.2	A	9.2			B	10.1
	US 190 EB	-	-	-	-	A	8.8			A	9.5
	LA 1089 NB	C	18.0	D	32.2	C	18.1			C	20.0
US 190 at Pontchartrain Dr.	**Overall**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**11.9**	**-**	**-**
	US 190 EB	A	8.3	A	9.1	A	9.1	B	12.4	A	9.8
	US 190 WB	A	8.2	A	8.8	A	8.8	B	11.7	A	9.4
	Pontchartrain NB	C	20.1	E	43.7	C	22.2	B	13.8	C	24.1
	Pontchartrain SB	C	23.5	F	165.7	D	30.4	B	10.4	D	31.3
US 190 at 24th Street	**Overall**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**10.7**	**-**	**-**
	US 190 EB	A	8.0	A	8.4	A	8.4	B	10.7	A	9.0
	US 190 WB	A	8.2	A	8.9	A	8.9	B	10.7	A	9.6
	24th Street NB	B	14.5	C	23.4	C	16.3	B	9.8	C	16.8
	24th Street SB	C	18.1	E	35.3	C	19.6	B	10.0	C	20.0
Arterial											
Bayou Castine to 24th Street	Overall	**D**	**0.29**	**D**	**0.43**						
	US 190 EB									A	9.5
	US 190 WB									A	8.4
Turn Lane Warrants											
		Yes	**No**	**Yes**	**No**						
US 190 at LA 1089	Eastbound Right		X	X							
	Westbound Left		X	X							
US 190 at Pontchartrain Dr	Eastbound Right		X		X						
	Eastbound Left	X		X							
	Westbound Right	X		X							
	Westbound Left				X						
US 190 at 24th Street	Eastbound Right		X		X						
	Eastbound Left		X		X						
	Westbound Right		X		X						
	Westbound Left		X		X						

*Delay for two-lane roadways is measured in volume to capacity (V/C) ratio. Delay for multi-lane roadways is measured by density (pc/mi/ln).

Recommendations (Segment 1)

The ability of the various alternatives to meet the purpose of reducing traffic congestion and improving safety could not be concluded based on the analysis conducted in this study. Specifically a full study of proposed roundabouts per EDSM VI.1.1.5 would be required to confirm roundabout operational conditions and micro-simulation required to determine if proposed u-turns would be adequate to handle the traffic volumes. Additional traffic count data would be required to estimate the u-turn volumes at both the roundabouts and u-turn locations. Therefore additional study is recommended to include the following for each alternative:

- Micro-simulation of proposed u-turns and roundabouts
- Detailed safety evaluation including reviewing individual crash reports

The additional studies should be conducted in later stages of the DOTD process. Safety improvements identified were providing improved shoulders with rumble strips and widening the two subject bridges to provide shoulders to meet current design criteria.

SEGMENT 2 – 24th Street To Oaklawn Avenue (2.8 Miles)

Roadway Characteristics
In segment 2 US 190 is a two-lane, undivided arterial roadway with eight (8) foot gravel shoulders. The town of Lacombe is located in this segment. Within the town limits of Lacombe the posted speed limit is 40 mph. Outside of Lacombe the posted speed limit is 45 mph. On the eastern end of Lacombe, the geometry of US 190 includes an "S-curve" near the bridge crossing over Bayou Lacombe. Vehicles traveling southbound on LA 1093-1 wishing to turn left or right onto US 190 have limited sight distance of on-coming traffic from US 190. US 190 intersects with LA 434, which provides direct connectivity to I-12. The two bridge crossings within this segment do not include shoulders. Photos 5 through 8 document several roadway sections along Segment 2 at the time of this report.

Land Use / MAP
Commercial and residential land use densities increase along US 190 in this area within Lacombe. South of US 190 minimal residential development is expected due to high insurance costs and high finished floor elevation requirements. On the north side of US 190, the Forest Glen subdivision is expected to increase in density. This subdivision also includes a Mobile Home overlay. Bayou Lacombe Middle School and Chahta-Ima Elementary School are located in this segment on either side of US 190. Figure 2-1 presents a land use map of Segment 2.

Developability
Commercial development in the Lacombe area is expected to increase along US 190. Due to the raising of finished floor elevation requirements post-Katrina and increased insurance costs, minimal growth in residential development is expected south of US 190.

Field Observations
Observations indicated several safety concerns along US 190 within this segment. A school zone with an unsignalized pedestrian crossing is located at the intersection of 12th Street. Numerous locations exist with poorly defined driveway locations for commercial developments. US 190 eastbound at Main Street is a safety concern as the mainline road curves to the left, however motorists may unintentionally continue straight onto Main Street if unfamiliar with the area or during night-time conditions. The section of US 190 between Main Street at N. 8th Street and Fish Hatchery Road (LA 1093-1) at Lake Road (LA 434) is a significant safety concern due to poor geometric conditions, difficult sight lines, significant traffic volumes and high travel speeds.

Citizen Input
In recent years, local residents in this segment collected 2,400 signatures petitioning to widen US 190. Residents are eager to have roadway improvements to US 190 to widen the roadway and improve safety. The following improvements were suggested by local residents:

- Widen US 190 shoulders at school crossings to allow buses to pull off mainline.
- Provide left-turn and right-turn lanes at Briar Lake Road, Kay Drive and Oaklawn Drive.

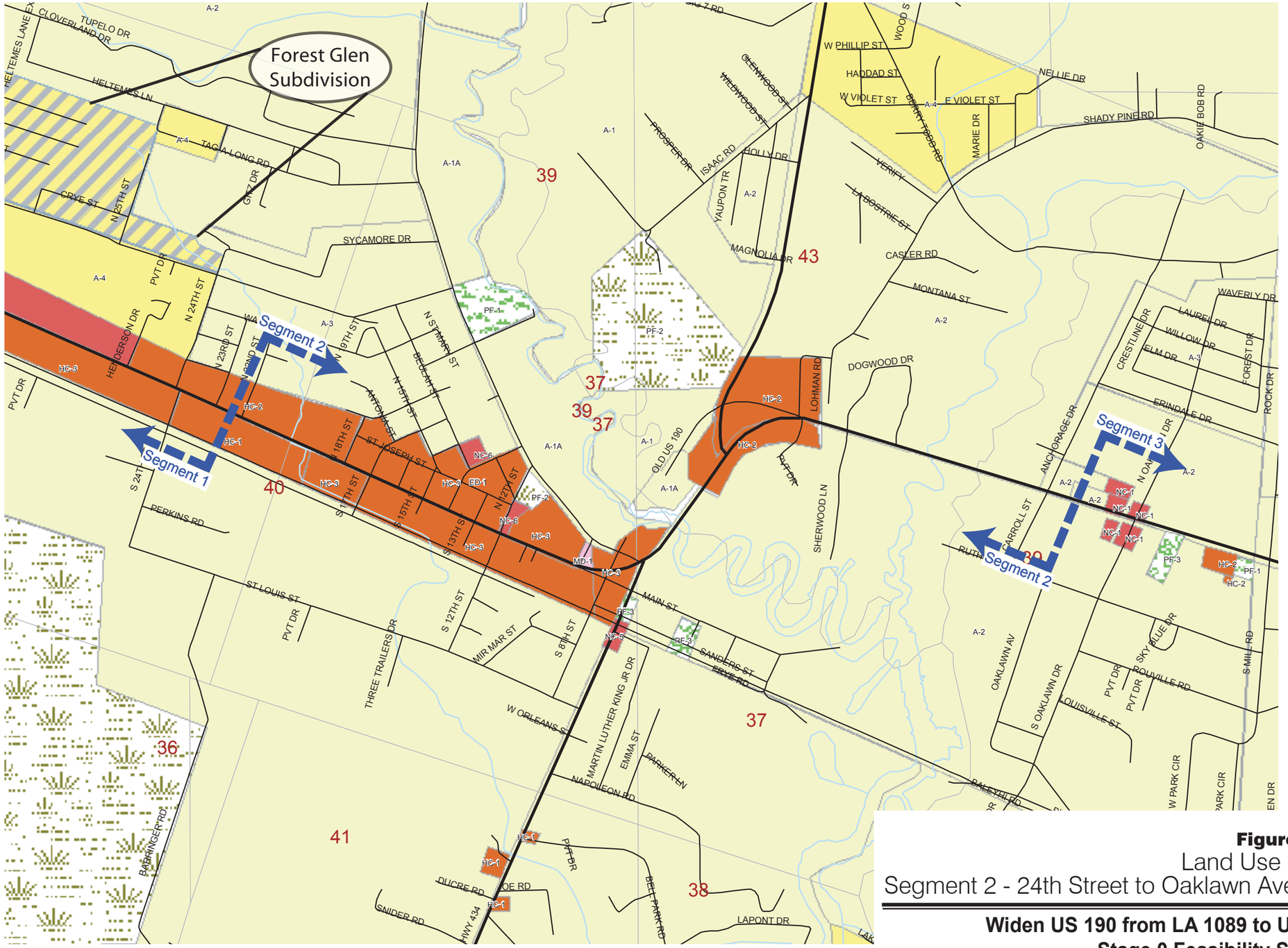
Zoning Districts

- A-1
- A-1A
- A-4
- A-6
- NC-3
- NC-5
- HC-2
- I-2
- MD-3
- PF-1
- PF-2
- MHO

N W E S

St. Tammany Zoning Districts

A-1 - Suburban
A-1A - Suburban
A-4 - Single Family Residential
A-6 - General Multiple Family
NC-3 - Lodging
NC-5 - Retail and Service
HC-2 - Highway Commercial
I-2 - Industrial
MD-3 - Medical Facility
PF-1 - Public Facilities
PF-2 - Public Facilities
MHO - Manufactured Housing Overlay



This data was provided by the St. Tammany Parish Planning Department.

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Project # 09-023

Figure 2-1
Land Use Map
Segment 2 - 24th Street to Oaklawn Avenue

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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Photo 5: On US 190 Looking East
Higher Density Commercial Area

Photo 6: On US 190 Looking West
School Zone

Photo 7: On US 190 Looking East
Beginning of Curve at Main Street

Photo 8: On Lake Road Looking North and East
at Intersection of Fish Hatchery Rd

- Install a traffic signal at intersection of US 190 and Fish Hatchery Road/Lake Road.
- Consider widening US 190 to four lanes with a median and turn lanes.
- Utilize the Tammany Trace for a public transportation alternative.

Planned Projects
Based on information provided by LADOTD, construction of a roundabout is planned for the intersection of US 190 at LA 434. State Project No. 013-12-0057 is scheduled to be let in October 2010.

Accident Data
A cursory review of the accident data for the Segment 2 of US 190 corridor was conducted for this study. The summary of accidents for the years 2006-2008 by intersection location for Segment 2 is presented in Table 8.

Table 8: Summary of Accidents by Intersection Locations for Segment 2

INTERSECTION	2006	2007	2008
LA 1093-3	12	10	4
LA 1093-1	9	12	20
LA 434	4	5	2

A review of Table 8 indicates a significant decrease in crashes experienced at the intersections of US 190 at LA 1093-3 and at LA 434 from 2006 to 2008. However it also indicates a significant increase in the crashes experienced at the intersection of US 190 at LA 1093-1. Field observations identified significant challenges in sight distance and determination of right of way between side street vehicles at this intersection.

A comparison of crashes within the segment on wet pavement versus dry was reviewed to determine if the roadway surface could be contributing to accident frequency. The results are presented in Chart 3.

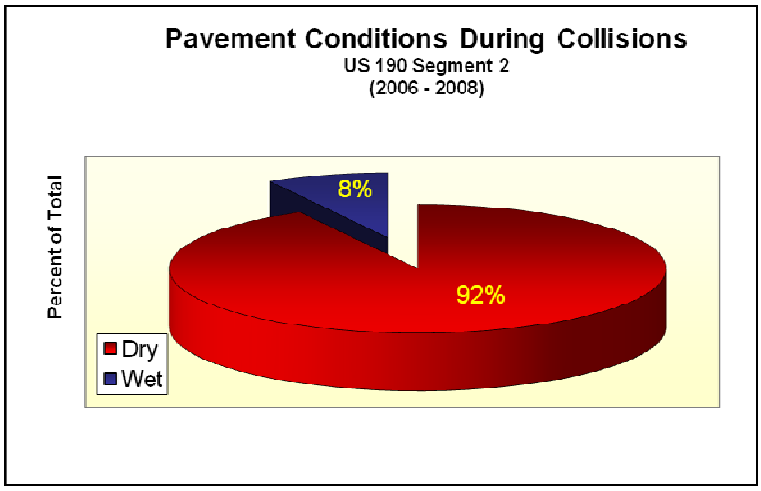


Chart 3: Pavement Conditions During Collisions

The statewide average for a urban two-lane section in 2006 was reported as 16.28%. Chart 3 indicates 8% of the crashes occurred on wet pavement indicating that the surface condition of US 190 is unlikely a factor contributing to crash frequency.

Chart 4 presents a summary of the type of collisions experienced on Segment 2 during the three year study period (2006-2008) as reported in the summary crash list.

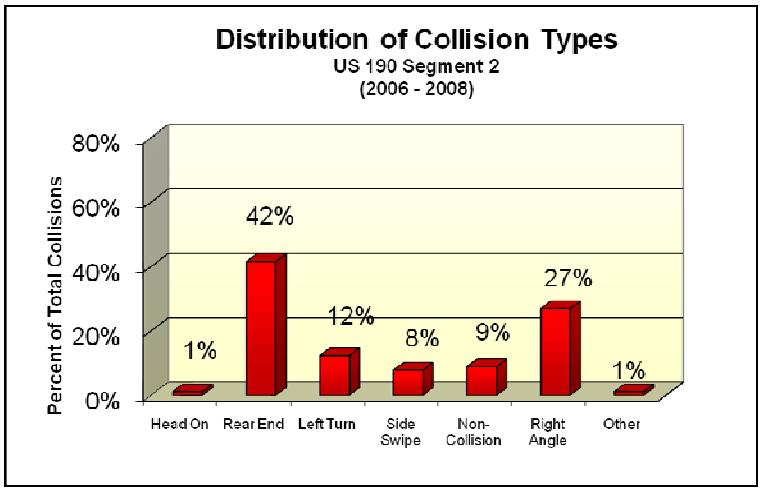


Chart 4: Distribution of Collision Types

A review of Chart 4 indicates the majority of crashes were rear end which would be expected at intersections. The 8% sideswipe and the combination of left turn and right angle crashes are potentially overrepresentation. Further review of detailed crash reports would be needed to determine the specific nature of these crashes.

Turn Lane Warrants

Analyses conducted for Segment 2 indicated that turn lanes are warranted for the following locations and scenarios:

Existing:

- Left and Right turn lanes on US 190 westbound at LA 1093-1/LA 434 NB

2030 No Build:

- Left-turn lane on US 190 eastbound at LA 1093-3
- Left-turn lane on US 190 eastbound at LA 1093-1/LA 434 NB
- Right-turn lane on US 190 westbound at LA 434 SB

Alternatives Development

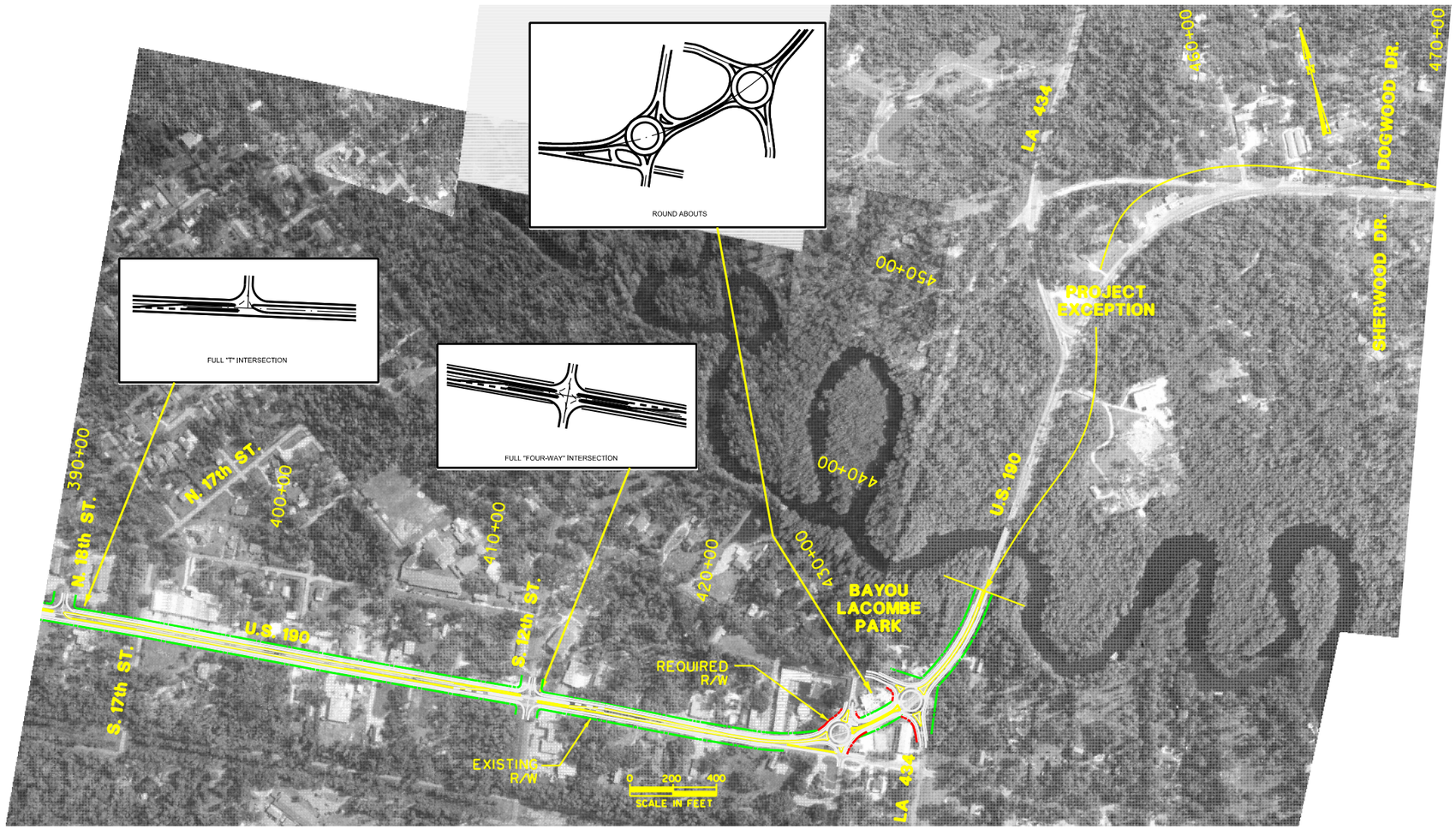
Three alternatives were developed for this segment. Alt 1 is a two-lane roadway that includes the introduction of roundabouts at LA 1093-1 and at 8th street with 6' median along the roadway. Alt 2 is a two-lane roadway that includes the introduction of a roundabout only at LA 1093-1 and geometric improvements to the intersections of Main Street at 8th Street and Fish Hatchery Road/Lake Road without a median. Alt 3 was a TSM type alternative with intersection turning lane improvements. Schematic layouts of these alternatives are presented on pages 34-36 of this report.

Projected Traffic Volumes

The No Build projected traffic volumes for the design year 2030 in Segment 2 were developed using annual growth rates of 1.95 to 2.9% provided by LADOTD Department of Planning and Programming. The 2030 No Build volumes were utilized in the traffic analysis for Alts 1, 2 and 3, as the traffic volumes are not expected to change due to the improvements proposed at the intersections alone. Figure 2-2 presents the 2030 No Build and Alt 3 traffic volumes. Figure 2-3 presents the Alt 1 traffic volumes with the roundabouts at LA 1093-1 and at 8th Street. The volumes on 8th street were estimated based on the adjacent street intersection and engineering judgment. Figure 2-4 presents the Alt 2 traffic volumes with the roundabout only at LA 1093-1.

Capacity Analysis

A review of Tables 9 and 10 indicates that the intersection approaches in Segment 2 are expected to operate at acceptable LOS conditions during both the peak periods except the LA 1093-1 southbound approach in the existing conditions. This is consistent with the field observations. The 2030 No Build analysis indicates that improvements are needed to the side streets at the US 190 intersection with LA 1093-1/ LA 434 northbound and at LA 434 southbound. The analysis for Alt 1 included intersection improvements on US 190 at LA 1093-3, and roundabouts at LA 1093-1 and at 8th Street. Alt 1 analysis indicated that improved operating conditions would be expected vs. Alt 3. The introduction of roundabouts at the intersections of US 190 at LA 1093-1 and at 8th is expected to reduce the delay and operate with acceptable LOS conditions.



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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 2:
LACOMBE
ALTERNATE 1

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

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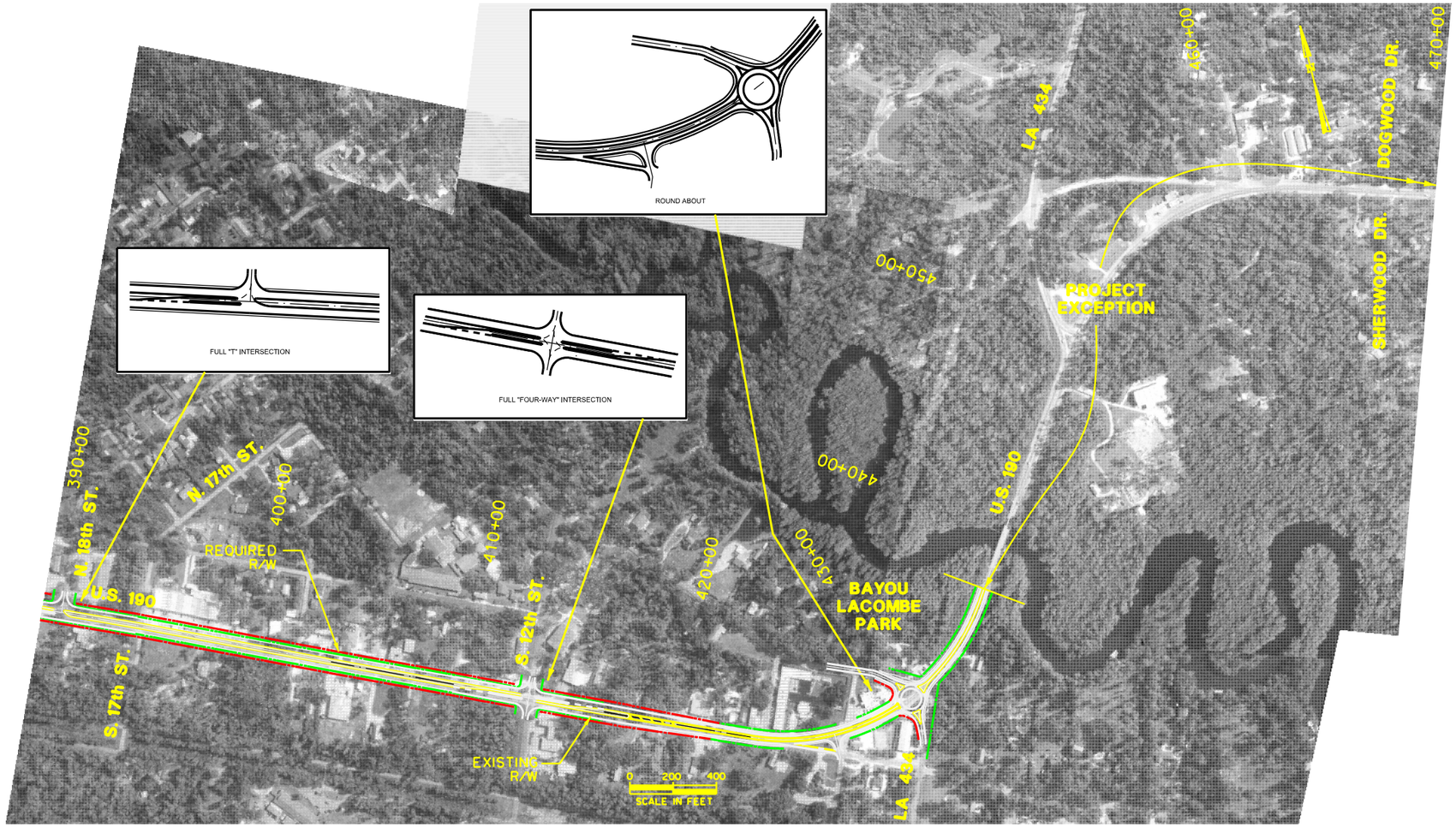

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SEGMENT 2:
LACOMBE
ALTERNATE 2

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

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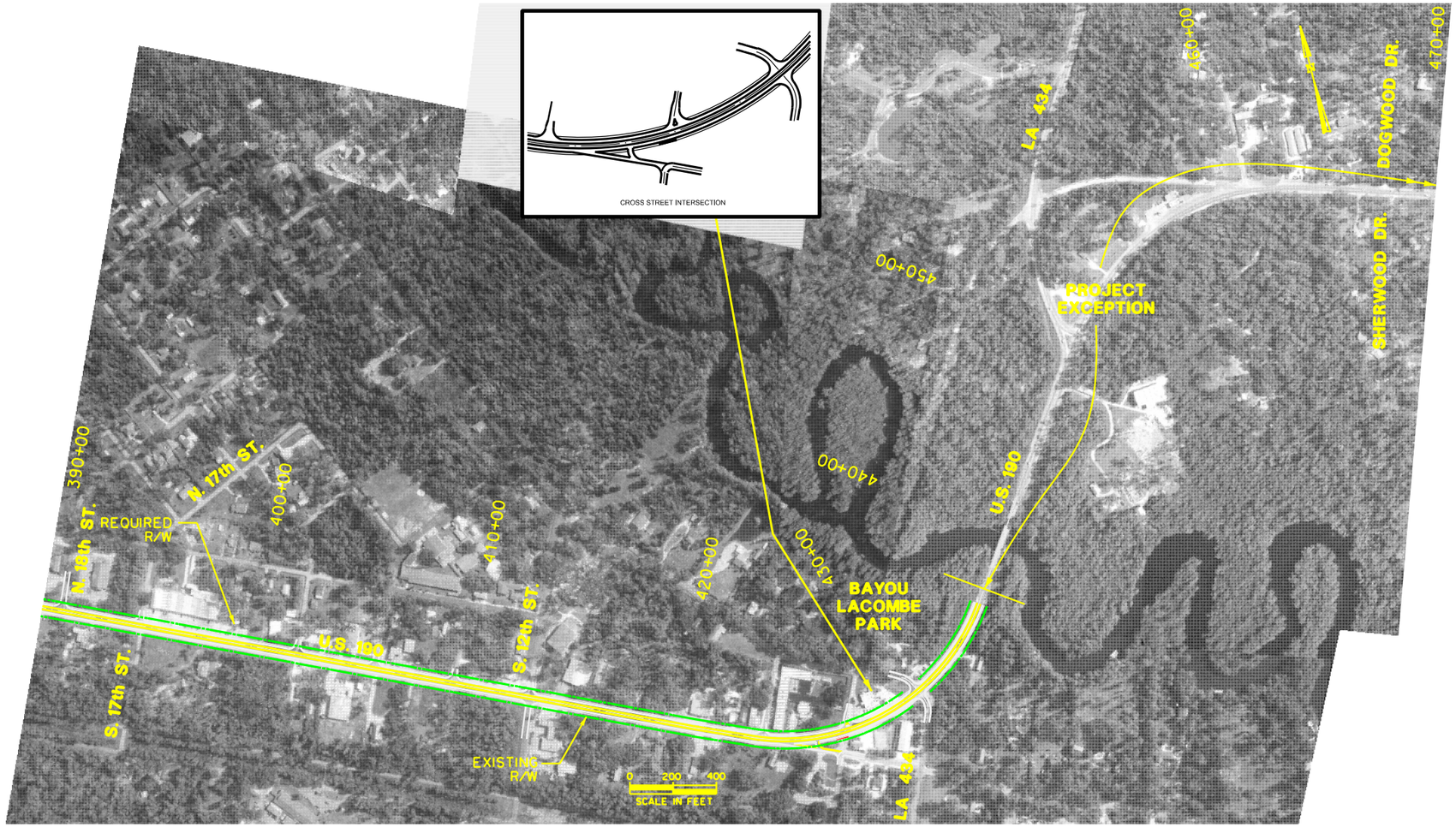

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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 2:
LACOMBE
ALTERNATE 3

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

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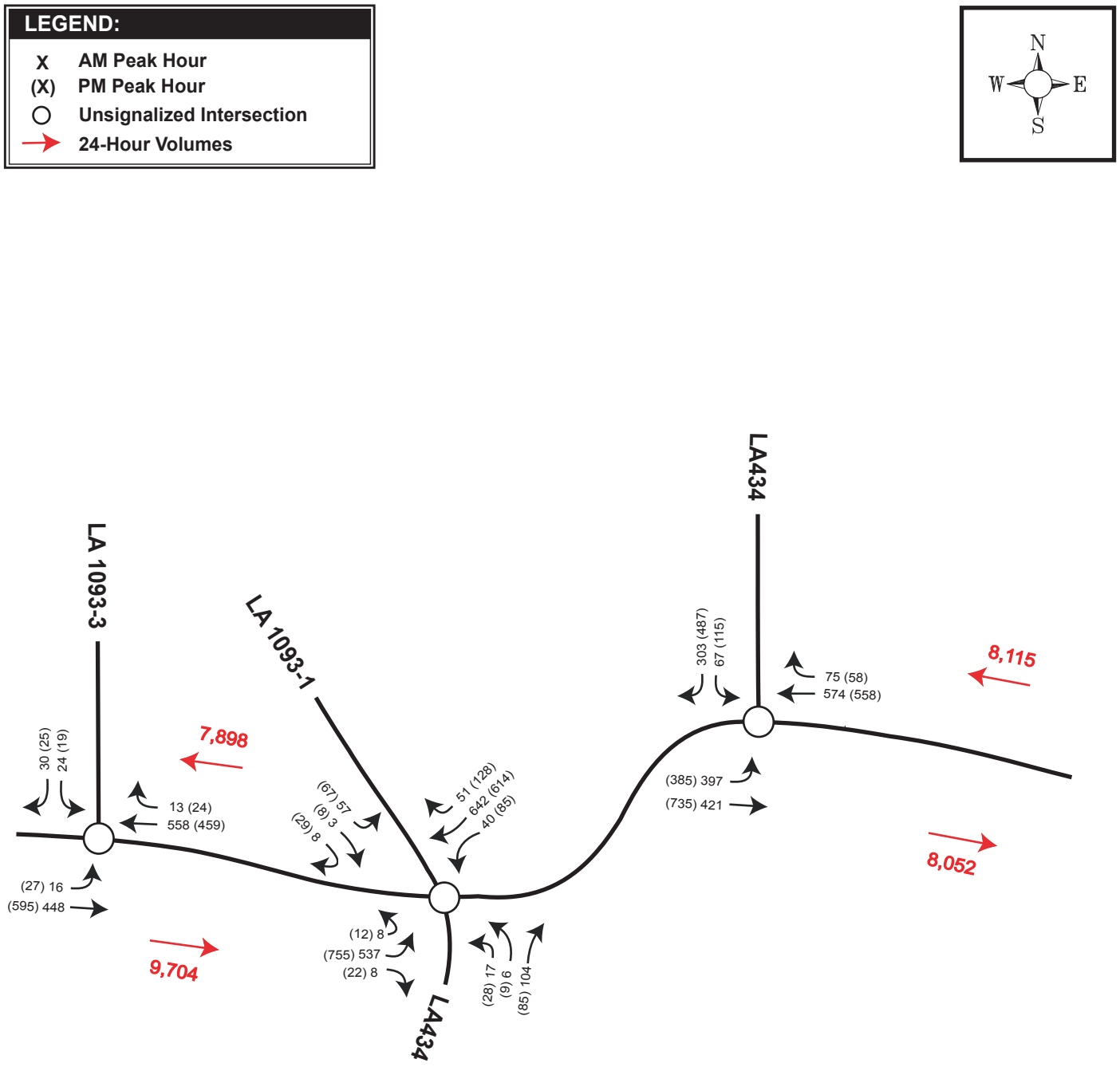

Figure 2-2
2030 No Build and Alt 3 Volumes
Segment 2 - 24th Street to Oaklawn Avenue

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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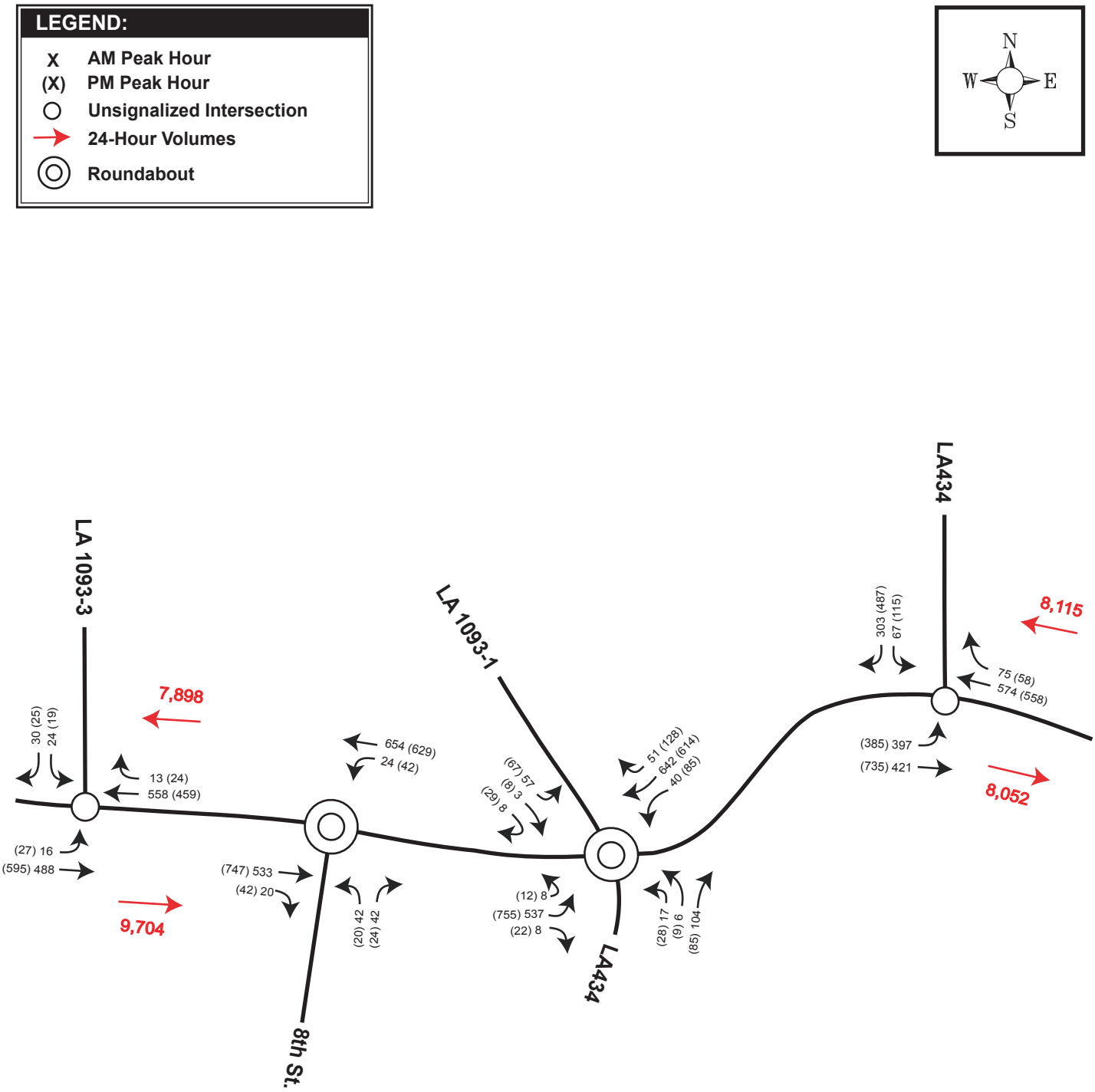

Figure 2-3

2030 Build Alt 1 Volumes with Roundabouts
Segment 2 - 24th Street to Oaklawn Avenue

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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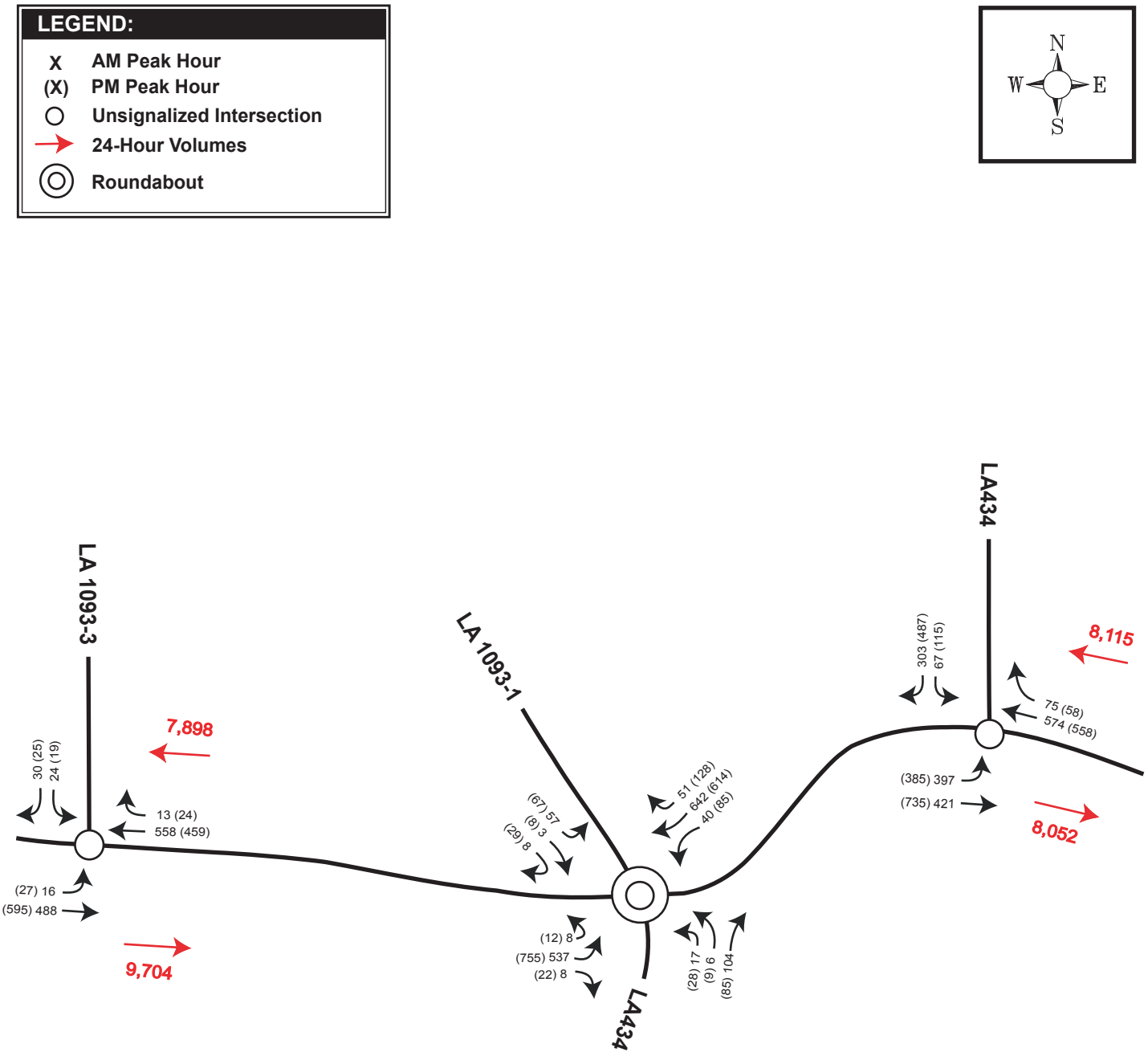

Figure 2-4

2030 Build Alt 2 Volumes with Roundabouts
Segment 2 - 24th Street to Oaklawn Avenue

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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Project # 09-023

Table 9 - Segment 2
Level of Service and Capacity Analysis Results - AM Peak

Location	Approach	2009 Base		2030 No Build		2030 Build					
						2 Lanes w/ 2 Roundabout (Alt 1)		2 Lanes w/ 1 Roundabout (Alt 2)		2 Lanes w/Improvements (Alt 3)	
		LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh
Unsignalized											
US 190 at LA 1093-3	US 190 EB Left	A	8.2	A	8.8	A	8.8			A	8.8
	LA 1093-3 SB	B	13.8	C	21.5	C	15.7			C	21.5
US 190 at LA 1093-1 / LA 434 NB	**Overall**	-	-	-	-	**A**	**8.0**	**A**	**8.0**	-	-
	US 190 EB	A	8.3	A	9.2	B	7.9	B	7.9	A	9.2
	US 190 WB	A	8.4	A	9.3	B	7.2	B	7.2	A	9.3
	LA 434 NB	B	14.7	E	35.8	B	7.3	B	7.3	D	34.6
	LA 1093-1 SB	D	31.3	F	370.6	B	17.4	B	17.4	F	309.9
US 190 at LA 434 SB	US 190 EB Left	A	8.8	B	12.6					B	12.6
	LA 434 SB	C	15.7	F	179.6					F	163.2
Arterial *											
24th Street to Oaklawn Avenue	**Overall**	**E**	**0.33**	**E**	**0.6**						
	US 190 EB										
	US 190 WB										
Roundabout											
US 190 at 8th St	**Overall**					**A**	**7.9**				
	US 190 EB					A	7.5				
	US 190 WB					B	8.1				
	8th NB					B	8.4				
Turn Lane Warrants											
		Yes	**No**	**Yes**	**No**						
US 190 at LA 1093-3	Eastbound Left		X		X						
	Westbound Right		X		X						
US 190 at LA 1093-1 / LA 434 NB	Eastbound Right		X		X						
	Eastbound Left		X		X						
	Westbound Right		X	X							
	Westbound Left		X	X							
US 190 at LA 434 SB	Westbound Right		X	X							

*Delay for two-lane roadways is measured in volume to capacity (V/C) ratio.

Table 10 - Segment 2
Level of Service and Capacity Analysis Results - PM Peak

Location	Approach	2009 Base		2030 No Build		2030 Build					
						2 Lanes w/ 2 Roundabout (Alt 1)		2 Lanes w/ 1 Roundabout (Alt 2)		2 Lanes w/Improvements (Alt 3)	
		LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh
Unsignalized											
US 190 at LA 1093-3	US 190 EB Left	A	8.2	A	8.8	A	8.8			A	8.8
	LA 1093-3 SB	B	14.4	C	23.1	C	16.0			C	23.1
US 190 at LA 1093-1 / LA 434 NB	**Overall**	-	-	-	-	**A**	**9.5**	**A**	**9.5**	-	-
	US 190 EB	A	8.7	A	10.0	B	10.2	B	10.2	A	10
	US 190 WB	A	9.0	B	10.9	B	7.8	B	7.8	B	10.9
	LA 434 NB	D	27.6	F	635.1	B	11.1	B	11.1	F	426
	LA 1093-1 SB	F	72.2	F	2519.0	B	16.3	B	16.3	F	1604
US 190 at LA 434 SB	US 190 EB Left	A	9.0	B	13.5					B	13.5
	LA 434 SB	D	25.6	F	961.6					F	889.1
Arterial *											
24th Street to Oaklawn Avenue	**Overall**	**E**	**0.43**	**E**	**0.78**						
	US 190 EB										
	US 190 WB										
Roundabout											
US 190 at 8th St	**Overall**					**A**	**8.1**				
	US 190 EB					A	8.2				
	US 190 WB					B	7.9				
	8th NB					B	10.8				
Turn Lane Warrants											
		Yes	**No**	**Yes**	**No**						
US 190 at LA 1093-3	Eastbound Left		X	X							
	Westbound Right		X		X						
US 190 at LA 1093-1 / LA 434 NB	Eastbound Right		X		X						
	Eastbound Left		X	X							
	Westbound Right	X		X							
	Westbound Left	X		X							
US 190 at LA 434 SB	Westbound Right		X	X							

*Delay for two-lane roadways is measured in volume to capacity (V/C) ratio.

Conclusions

The No Build analysis indicates that improvements to the existing subject intersections are required to meet 2030 demand year conditions in Segment 2. Turn lane warrants indicated the need for specific turning lanes at each of the subject intersections with design year traffic. 2030 Build analyses with the turn lanes (Alt 3) indicated that acceptable level of service and delay conditions would not be provided. Analysis with roundabouts indicated Alts 1 and 2 are expected to improve traffic conditions however further study is required. Safety improvements are warranted at the intersection of LA 1093-1 based on crash history and field observations to improve sight distance and geometry.

Recommendations (Segment 2)

The ability of the various alternatives to meet the purpose of reducing traffic congestion and improving safety could not be concluded based on the analysis conducted in this study. Specifically a full study of proposed roundabouts per EDSM VI.1.1.5 would be required to confirm operational conditions and suitability of roundabout as proposed in Alts 1 and 2. Based on the traffic analyses, Alt 3 is not expected to meet the purpose and need. Additional traffic count data would be required to estimate the u-turn volumes for the proposed roundabouts. The additional studies should be conducted in later stages of the DOTD process. Further investigation of the surface condition along US 190 in Segment 2 should be conducted.

SEGMENT 3 – Oaklawn Avenue to LA 433 (5.1 Miles)

Roadway Characteristics
Segment 3 was identified as US 190 from Oaklawn Avenue to LA 433. In segment 3 US 190 is a two-lane, undivided arterial roadway with eight (8) foot gravel shoulders. The posted speed limit is 55 mph. Photo 9 documents a roadway section on Segment 3 at the time of this report.

Land Use
The predominant land use is rural/agricultural with very low density commercial and residential. There are numerous properties zones for commercial use that are presently undeveloped. Generally, residential densities increase towards the eastern end of this segment approaching the City of Slidell. Significant residential developments are located on LA 433 (Thompson Road) south of US 190. Figure 3-1 presents a land use map of segment 3.

Developability
Despite the low density and minimum development, modest growth is expected as there is not as much local opposition to development as in Segment 1. Mayfield Elementary/Middle School is currently under construction on the south side of US 190 near Tranquility Road. A single family residential Planned Unit Development (PUD) is planned on the south side of US 190 between Transmitter Road and Tranquility Road. The PUD is to contain 187 residential units. A large tract that straddles US 190 towards the eastern end of Segment 3 has been rezoned to Traditional Neighborhood Development (TND) and is to include commercial, single family residential, and multi-family residential land uses. At the time of this report construction of this project was not scheduled. A future Business District Development with highway commercial and apartment land uses is planned near I-12. Connectivity to US 190 from the business development will be provided via Dixie Ranch Road toward Slidell and Shady Pine Road towards Lacombe.

Field Observations
Observation indicated that traffic flows well through Segment 3 primarily due to low development density.

Planned Projects
According to the St. Tammany Parish Planning Department, the following projects are planned for this segment:

- 187-lot residential planned unit development.
- Henry Mayfield Elementary School
- Future business district with multi-family residential units on Barry Todd Road near I-12.

Zoning Districts

- E-1
- A-1
- A-2
- A-3
- A-4
- A-4A
- A-6
- NC-1
- NC-4
- NC-5
- PBC-1
- HC-1
- HC-2
- HC-3
- HC-4
- PF-1
- PF-3
- ED-1
- PUD
- TND-2
- City of Slidell

N
W E
S

St. Tammany Zoning Districts

E-1 - Estate District
A-1 - Suburban
A-2 - Suburban
A-3 - Suburban
A-4 - Single Family Residential
A-4A - Single Family Residential
A-6 - General Multiple Family
NC-1 - Professional Office
NC-4 - Neighborhood Institutional
NC-5 - Retail and Service
PBC-1 Planned Business Center
HC-1 - Highway Commercial
HC-2 - Highway Commercial
HC-3 - Highway Commercial
HC-4 - Highway Commercial
PF-1 - Public Facilities
PF-3 - Public Facilities
ED-1 - Primary Education
PUD - Planned Unit Development
TND-2 - Traditional Neighborhood

This data was provided by the St. Tammany Parish Planning Department.

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Project # 09-023

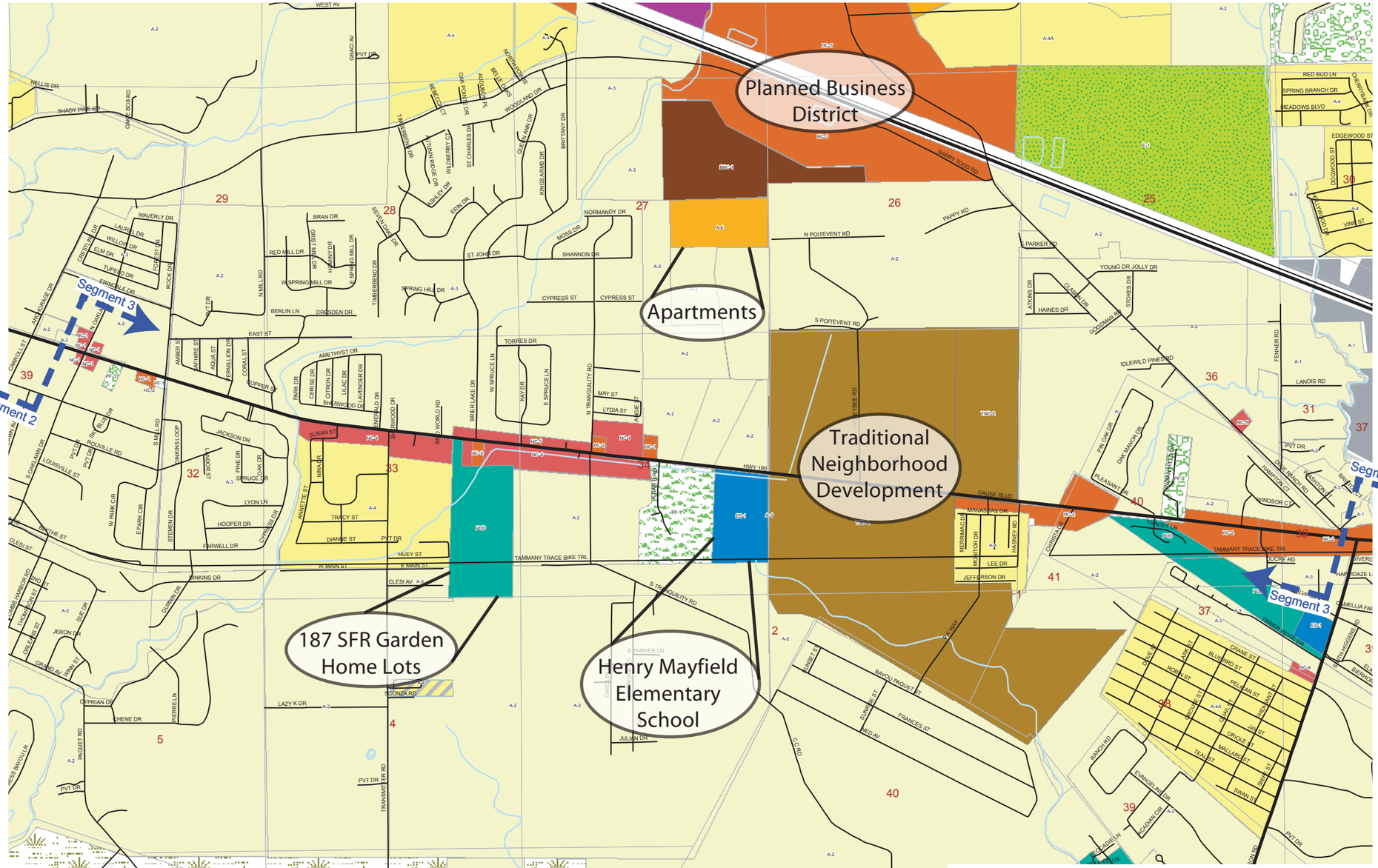


Figure 3-1
Land Use Map
Segment 3 - Oaklawn Avenue to LA 433

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

Photo 9: On US 190 Looking East
East of intersection with Transmitter Road

Accident Data
A cursory review of accident data for the Segment 3 of US 190 corridor was conducted for this study. The summary of accidents for the years 2006-2008 for the subject intersection in Segment 3 is presented in Table 11.

Table 11: Summary of Accidents by Intersection Locations for Segment 3

INTERSECTION	2006	2007	2008
OAKLAWN	7	5	9

A review of Table 11 indicates no specific trend in crash history between 2006 to 2008, however the increase from 2007 to 2008 was eighty percent.

A comparison of crashes within the segment on wet pavement versus dry was reviewed to determine if the roadway surface could be contributing to accident frequency. The results are presented in Chart 5.

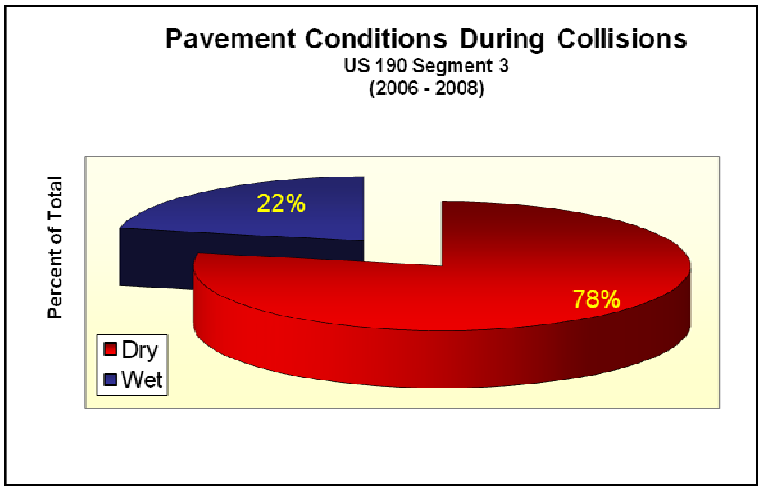


Chart 5: Pavement Conditions During Collisions

The statewide average for a urban two-lane section in 2006 was reported as 16.28%. Chart 5 indicates 22% of the crashes occurred on wet pavement indicating that the surface condition of US 190 may be a factor contributing to crash frequency.

Chart 6 presents a summary of the type of collisions experienced on Segment 3 during the three year study period (2006-2008) as reported in the summary crash list.

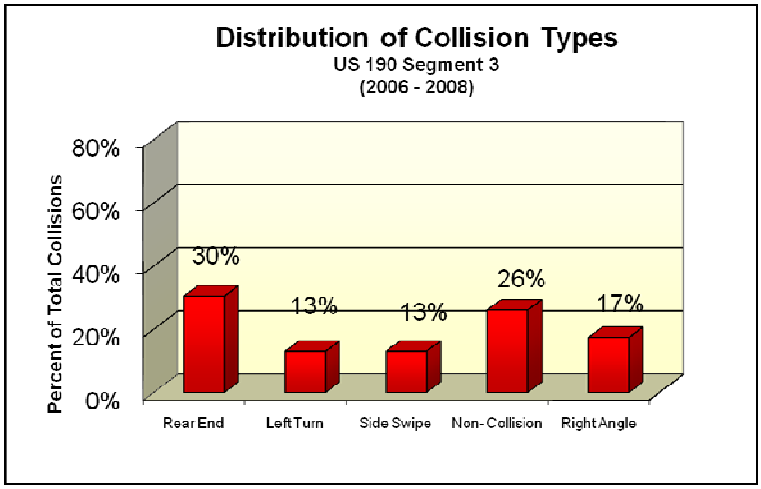


Chart 6: Distribution of Collision Types

A review of Chart 6 indicates a distribution of crashes at the subject intersection with fewer rear ends than expected and more of the remaining types. A detailed review of crash reports would be needed to determine specific countermeasures to reduce crashes at this intersection.

Turn Lane Warrants
Analyses conducted for Segment 3 indicated that turn lanes are warranted based on existing conditions at the following locations:

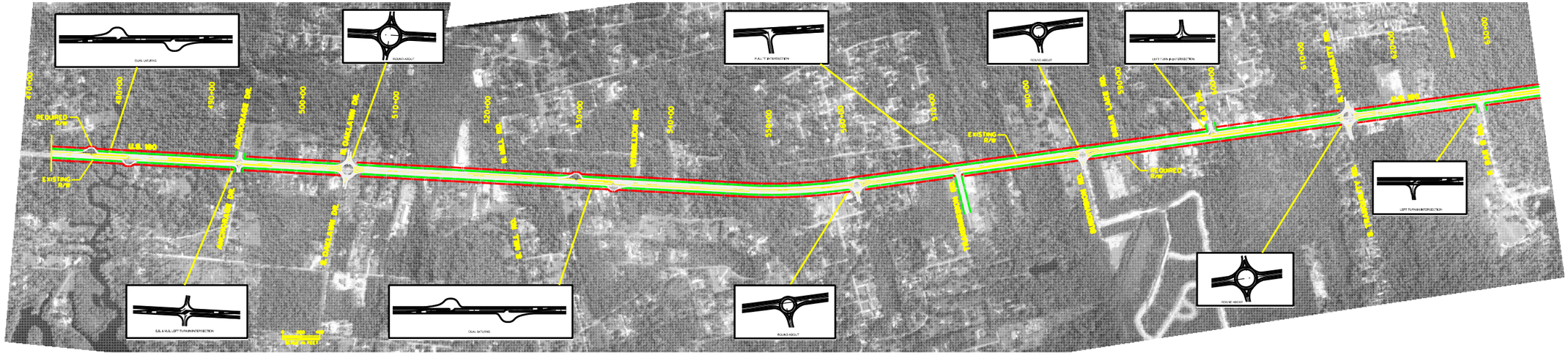
- Left and Right turn lanes on US 190 eastbound at Oaklawn Drive
- Left-turn lane on US 190 westbound at Oaklawn Drive

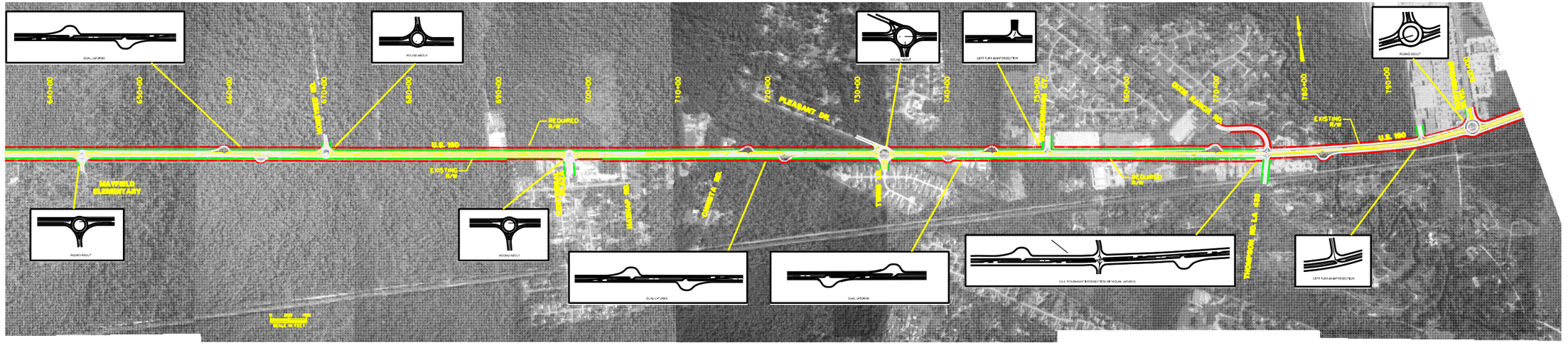
Alternatives Development
Three alternatives were developed for this segment. Alternative 1A is a two-lane roadway with 22' median and median openings and includes the recommended turn lanes on US 190 at Oaklawn. Alternative 1B is two-lane roadway with 22' median and roundabouts. Alternative 2 is the widening of US 190 from two-lanes undivided to four-lanes divided with full access 22' median openings, partial median openings, and u-turns and includes the recommended turn lanes on US 190 at Oaklawn. Schematic layouts of these alternatives are presented on pages 47-49 of this report.

Projected Traffic Volumes
The No Build projected traffic volumes for the design year 2030 in Segment 3 were developed using an annual growth rate of 2.1% provided by LADOTD Department of Planning and Programming. The 2030 No Build volumes were utilized in the traffic analysis for Alts 1A and 1B, as the improvements are proposed at the subject intersection only. Figure 3-2 presents the traffic volumes for 2030 No Build, Alt 1A, and Alt 1B. The traffic volumes for Alt 2 were developed using TransCAD , expected growth in the area and engineering judgment. Figure 3-3 presents the traffic volumes for Alt 2.

Capacity Analysis
A review of Table 12 and Table 13 indicates that the intersection of Oaklawn Ave. at US 190 in Segment 3 is expected to operate at acceptable LOS conditions during both the peak periods for the existing conditions with delay experienced at Oaklawn northbound in the PM peak. This is consistent with field observations. The 2030 No Build analyses indicated further deterioration of the Oaklawn approaches without improvements. The Build analyses indicated that a roundabout (Alt 1B) is expected to provide acceptable operating conditions with design year traffic demand during both peak hours. Improvements to the Oaklawn northbound approach are expected to be required to achieve acceptable LOS conditions for Alt 1A and Alt 2 under PM peak design year traffic demand.

Conclusions
The No Build analysis indicates that improvements to the existing subject intersections are required to meet 2030 demand year conditions in Segment 3. Turn lane warrants indicated the need for turning lanes on US 190 at Oaklawn based on existing traffic volumes. Improvements to the side street approaches are required for design year traffic demand based on capacity analysis. 2030 Build analyses indicated that acceptable level of service and delay conditions could be provided with a roundabout (Alt 1B), however further study is required. A further review of the surface condition of US 190 in this segment and of the detailed crash reports is needed to determine safety based improvements.





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SCALE IN MILES

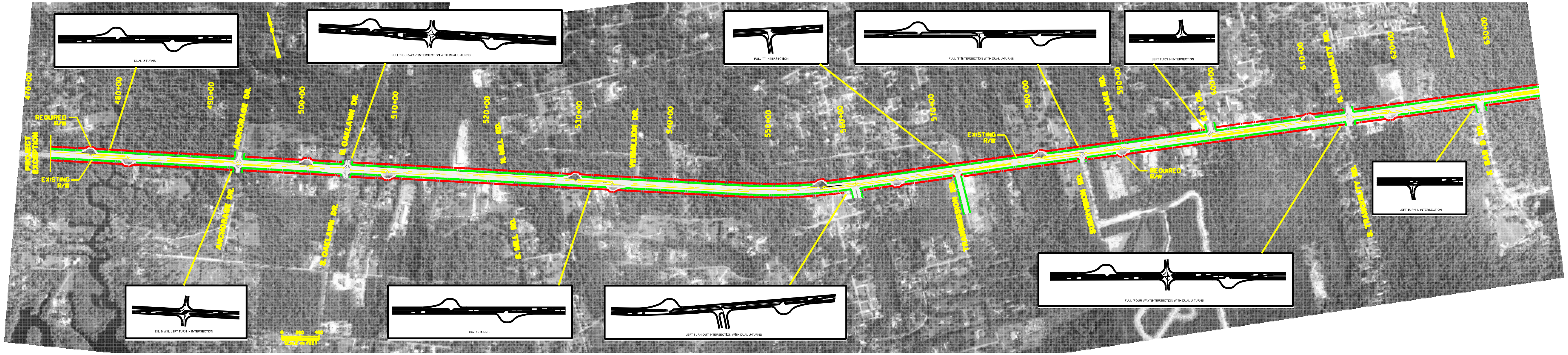
S.P. NO. 700-52-0191

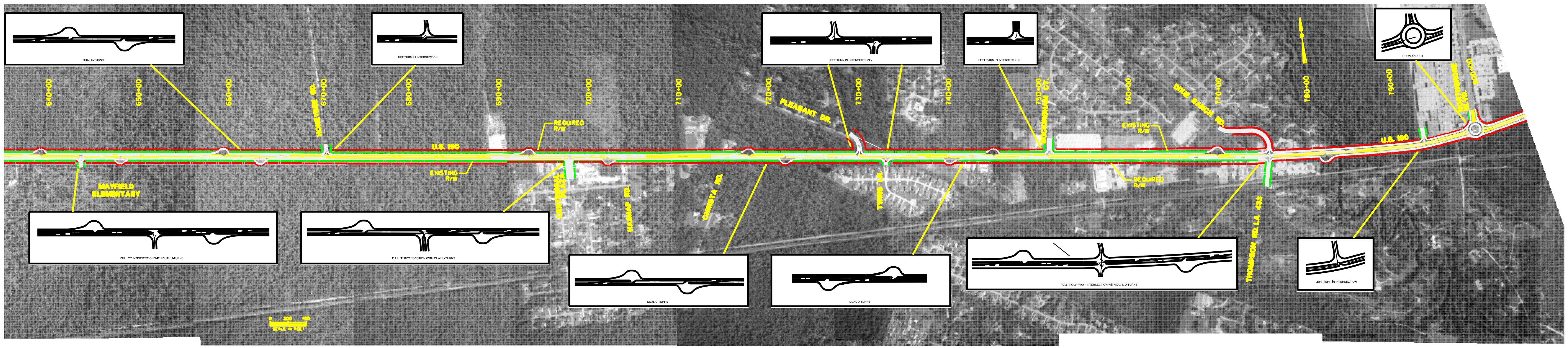
SEGMENT 3:
LACOMBE TO LA 433
ALTERNATE 1B

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD · KUYRKENDALL & ASSOC.
ENGINEERS · SURVEYORS · PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	





S.P. NO. 700-52-0191

1/2 0 1

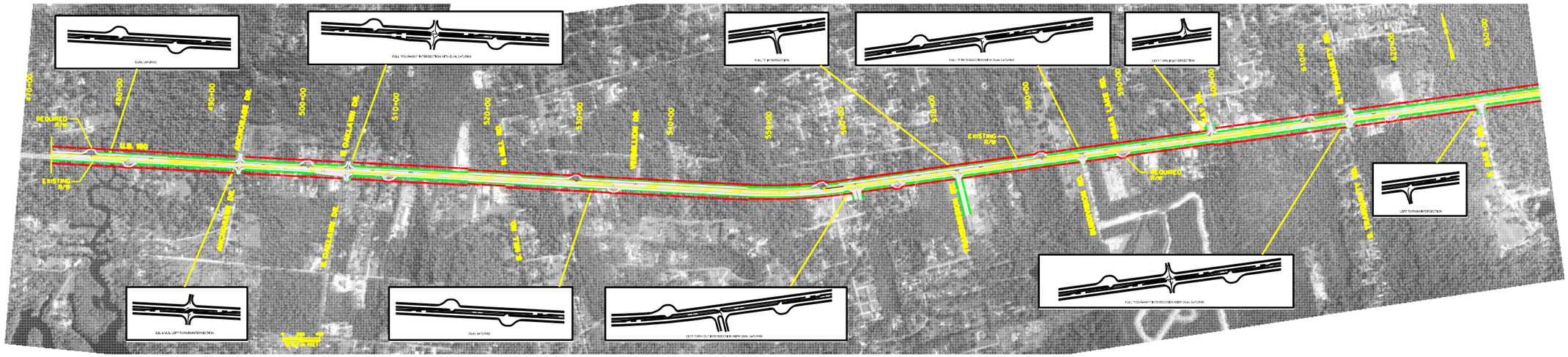
SCALE IN MILES

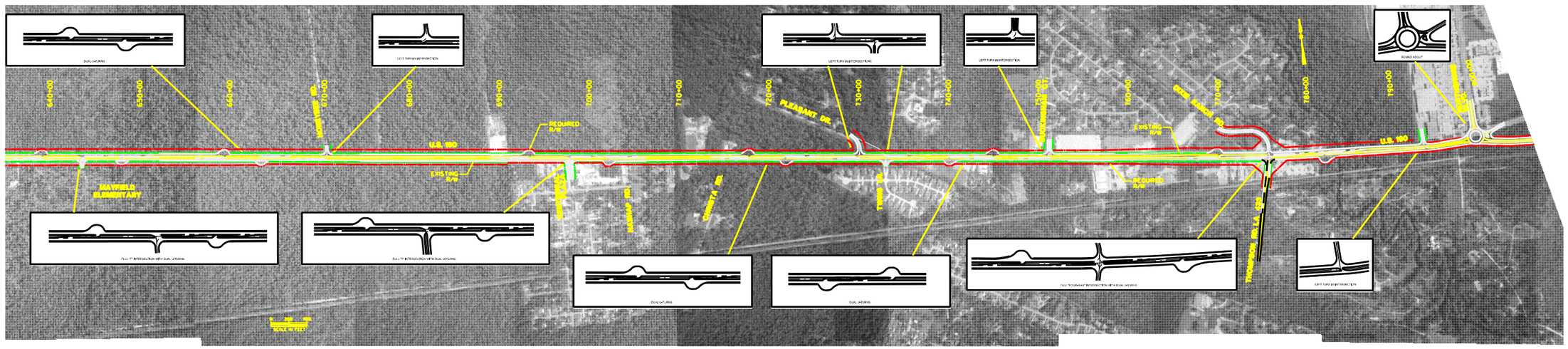
SEGMENT 3:
LACOMBE TO LA 433
ALTERNATE 1A

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	





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SCALE IN MILES

S.P. NO. 700-52-0191

SEGMENT 3:
LACOMBE TO LA 433
ALTERNATE 2

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD · KUYRKENDALL & ASSOC.
ENGINEERS · SURVEYORS · PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	

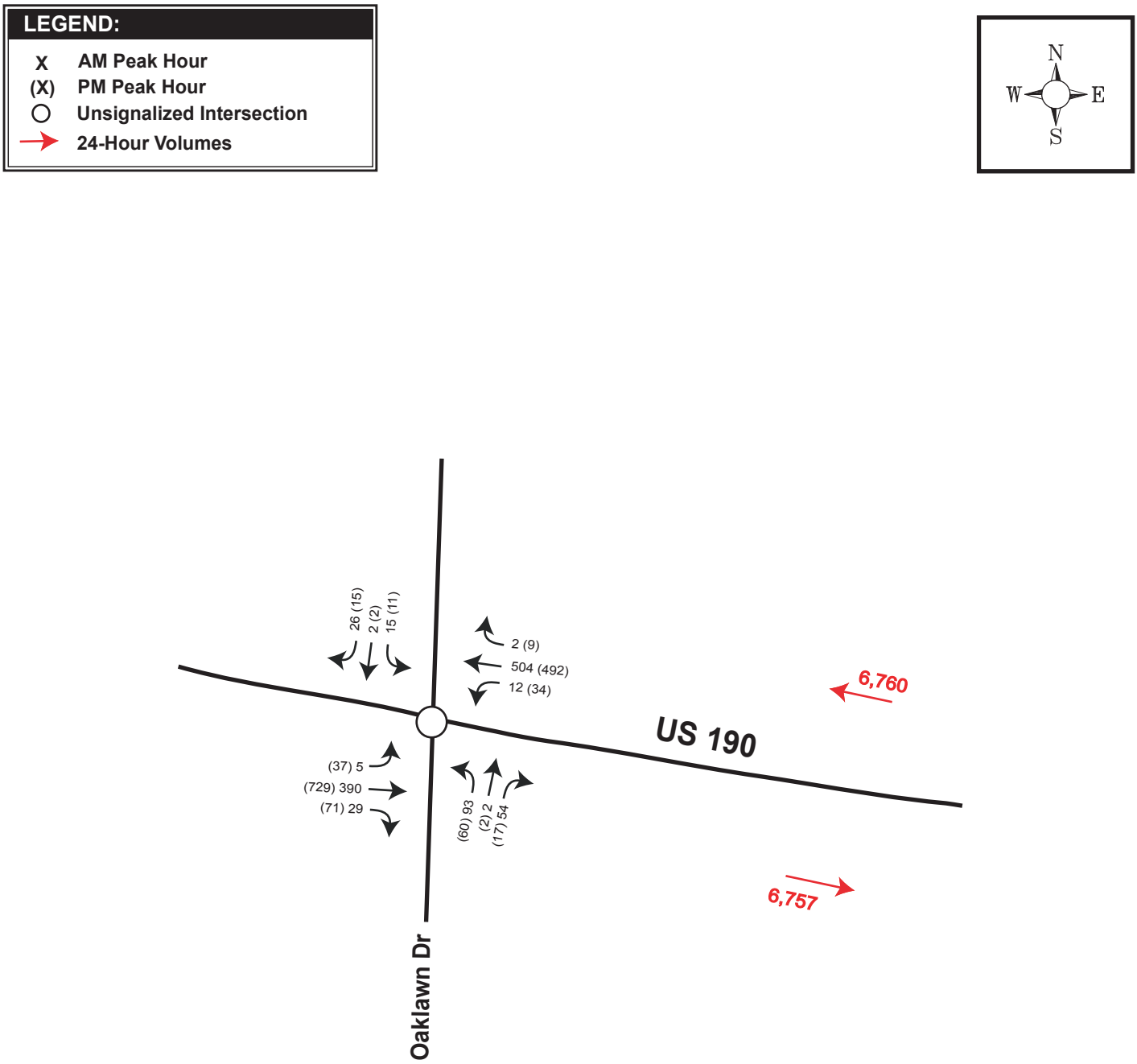

Figure 3-2

2030 No Build, Alt 1A and Alt 1B Volumes
Segment 3 - Oaklawn Avenue to LA 433

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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LEGEND:

- X — AM Peak Hour
- (X) — PM Peak Hour
- ○ — Unsignalized Intersection
- → — 24-Hour Volumes

N
W E
S

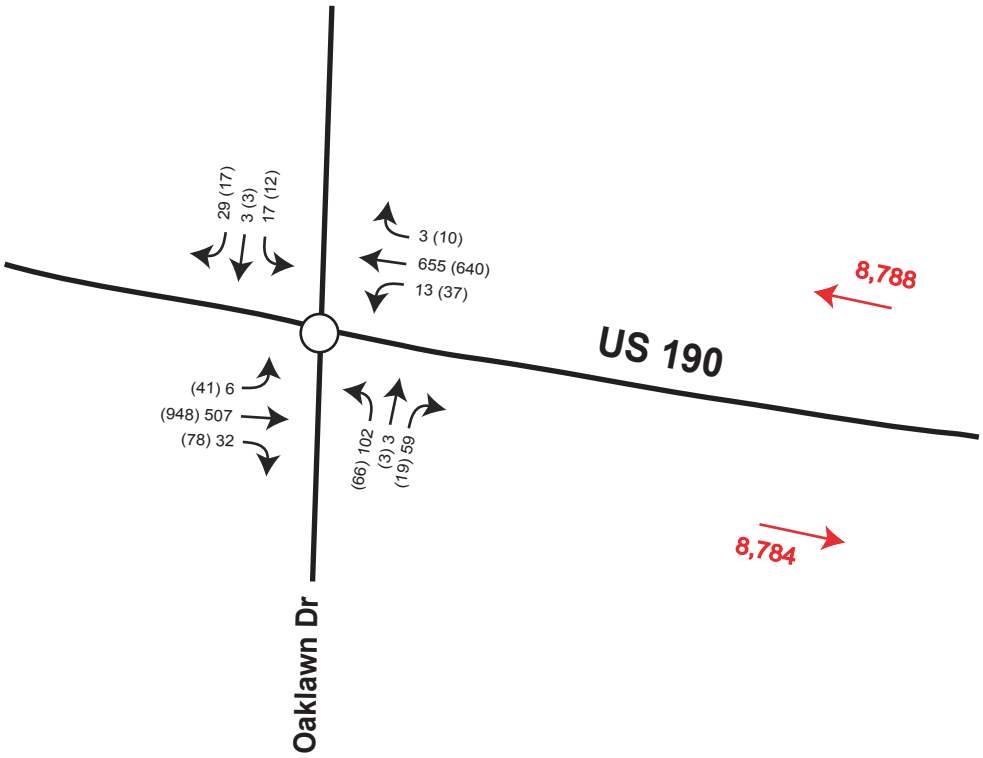

Figure 3-3
2030 Build Alt 2 Volumes (4 Lanes)
Segment 3 - Oaklawn Avenue to LA 433

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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Project # 09-023

Table 12 - Segment 3
Level of Service and Capacity Analysis Results - AM Peak

Location	Approach	2009 Base		2030 No Build		2030 Build					
						2 Lanes w/ Medians (Alt 1A)		2 Lanes w/ Roundabouts (Alt 1B)		4 Lanes w/Median (Alt 2)	
		LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh
Unsignalized											
US 190 at Oaklawn Drive	**Overall**	-	-	-	-	-	-	**B**	**11.1**	-	-
	US 190 EB	A	8.0	A	8.5	A	8.5	B	10.8	A	9
	US 190 WB	A	7.9	A	8.3	A	8.3	B	11.6	A	8.8
	Oaklawn NB	C	15.7	E	40.5	C	20.4	B	10.5	C	20.6
	Oaklawn SB	B	12.7	C	18.9	B	14.6	B	10.9	B	14.4
Arterial*											
Oaklawn Avenue to LA 433	Overall	**D**	**0.29**	**E**	**0.53**						
	US 190 EB									B	12.8
	US 190 WB									A	10
Turn Lane Warrants											
		Yes	**No**	**Yes**	**No**						
US 190 at Oaklawn Drive	Eastbound Right		X	X							
	Eastbound Left		X		X						
	Westbound Right		X		X						
	Westbound Left		X		X						

*Delay for two-lane roadways is measured in volume to capacity (V/C) ratio. Delay for multi-lane roadways is measured by density (pc/mi/ln).

Table 13 - Segment 3
Level of Service and Capacity Analysis Results - PM Peak

Location	Approach	2009 Base		2030 No Build		2030 Build					
						2 Lanes w/ Medians (Alt 1A)		2 Lanes w/ Roundabouts (Alt 1B)		4 Lanes w/Median (Alt 2)	
		LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh
Unsignalized											
US 190 at Oaklawn Drive	**Overall**	-	-	-	-	-	-	**B**	**11.5**	-	-
	US 190 EB	A	8.2	A	8.9	A	8.9	B	11.2	A	9.6
	US 190 WB	A	8.7	B	10.0	B	10	B	11.4	B	11.4
	Oaklawn NB	D	28.1	F	254.9	E**	37.4	B	14.9	F***	55.9
	Oaklawn SB	C	17.3	F	44.2	C	23.4	B	10.6	C	20.8
Arterial*											
Oaklawn Avenue to LA 433	Overall	**D**	**0.35**	**E**	**0.64**						
	US 190 EB									B	13.7
	US 190 WB									B	13.6
Turn Lane Warrants											
		Yes	**No**	**Yes**	**No**						
US 190 at Oaklawn Drive	Eastbound Right	X		X							
	Eastbound Left	X		X							
	Westbound Right		X		X						
	Westbound Left	X		X							

*Delay for two-lane roadways is measured in volume to capacity (V/C) ratio. Delay for multi-lane roadways is measured by density (pc/mi/ln).

** Improves to LOS D and 32.8 sec/veh delay with an exclusive left turn lane on Oaklawn Ave. NB.

*** Improves to LOS E and 47.5 sec/veh delay with an exclusive left turn lane on Oaklawn Ave. NB.

Recommendations (Segment 3)

Based on the traffic analyses, only Alt 1B with a roundabout at the subject intersection is expected to meet the purpose of reducing traffic congestion and improving safety. Based on the traffic analyses Alts 1A and 2 are not expected to meet the purpose and need. However a full study of the proposed roundabout per EDSM VI.1.1.5 would be required to confirm operational conditions and suitability of a roundabout at this location. Additional traffic count data would be required to estimate the u-turn volumes for the proposed roundabout. The additional studies should be conducted in later stages of the DOTD process. Further investigation of the surface condition along US 190 in Segment 3 should be conducted as well as a detailed review of the crash reports.

SEGMENT 4 – LA 433 To US 11 (3.5 Miles)

Roadway Characteristics
In segment 4 US 190 is a three-lane arterial roadway with three (3) foot paved shoulders. The posted speed limit is 45 mph. Within Segment 4, US 190 (also referred to as West Gause Boulevard) is the primary commercial corridor on the western side of the City of Slidell. All of the signalized intersections between Soult Street and US 11 are located in this segment. Immediately west of US 11 (Front Street), US 190 crosses the Norfolk Southern Railroad. Photos 10 through 14 document several roadway sections along Segment 4 at the time of this report.

Land Use / Map
On the west end is LA 433 (Thompson Road) and Northshore Boulevard. Residential development along LA 433 (Thompson Road) is not expected to grow as most of the developable area is built out and many areas are prone to flooding. Northshore Boulevard provides direct access to Interstate 12 and is surrounded by dense commercial development including Northshore Mall. On the east end of the study area, dense commercial development exists near US 11. US 11 provides access to I-12 to the north and through Slidell to the southshore/ I-10 via the US 11 bridge across Lake Pontchartrain. In between the dense commercial areas on each end of US 190 is lined with lighter commercial development along US 190, with residential areas to both the north and south. Figure 4-1 presents a land use map of Segment 4.

Developability
Commercial growth along US 190 is expected to be minimal as most of the area is built out. Bayou Woods Elementary School and Carolyn Park Middle School are located in this segment south of US 190 accessible via Carroll Road.

Field Observations
Significant traffic queues were observed on US 190 eastbound during the AM peak hour and westbound during the PM peak hour between Carroll Road and Walnut Street. Travel time runs indicated that most delays and corridor congestion is attributed to the multiple traffic signals in this segment.

Citizen Input
Local residents have expressed an interest in having US 190 widened to a 5 lane roadway section between US 11 and Northshore Boulevard. The local residents are in favor of improving US 190 to address congestion and safety concerns in this segment. Significant traffic queues have also been identified by residents on US 190 eastbound during the AM peak hour from US 11 to Maris Stella. The Bayou Vincent Bridge was perceived as a safety issue as US 190 narrows from 3 lanes to 2 lanes across the bridge.

Zoning Districts

A-2	HC-2
A-3	I-1
A-4	I-2
A-4A	I-3
A-5	PF-1
A-6	PF-2
NC-2	PF-3
NC-4	ED-1
NC-5	PUD
HC-1	City of Slidell

N
W E
S

St. Tammany Zoning Districts

A-2 - Suburban
A-3 - Suburban
A-4 - Single Family Residential
A-4A - Single Family Residential
A-5 - Two Family Residential
A-6 - General Multiple Family
NC-2 - Indoor Retail and Service
NC-4 - Neighborhood Institutional
NC-5 - Retail and Service
HC-1 - Highway Commercial
HC-2 - Highway Commercial
I-1 - Industrial
I-2 - Industrial
I-3 - Heavy Industrial
PF-1 - Public Facilities
PF-2 - Public Facilities
PF-3 - Public Facilities
ED-1 - Primary Education
PUD - Planned Unit Development

This data was provided by the St. Tammany Parish Planning Department.

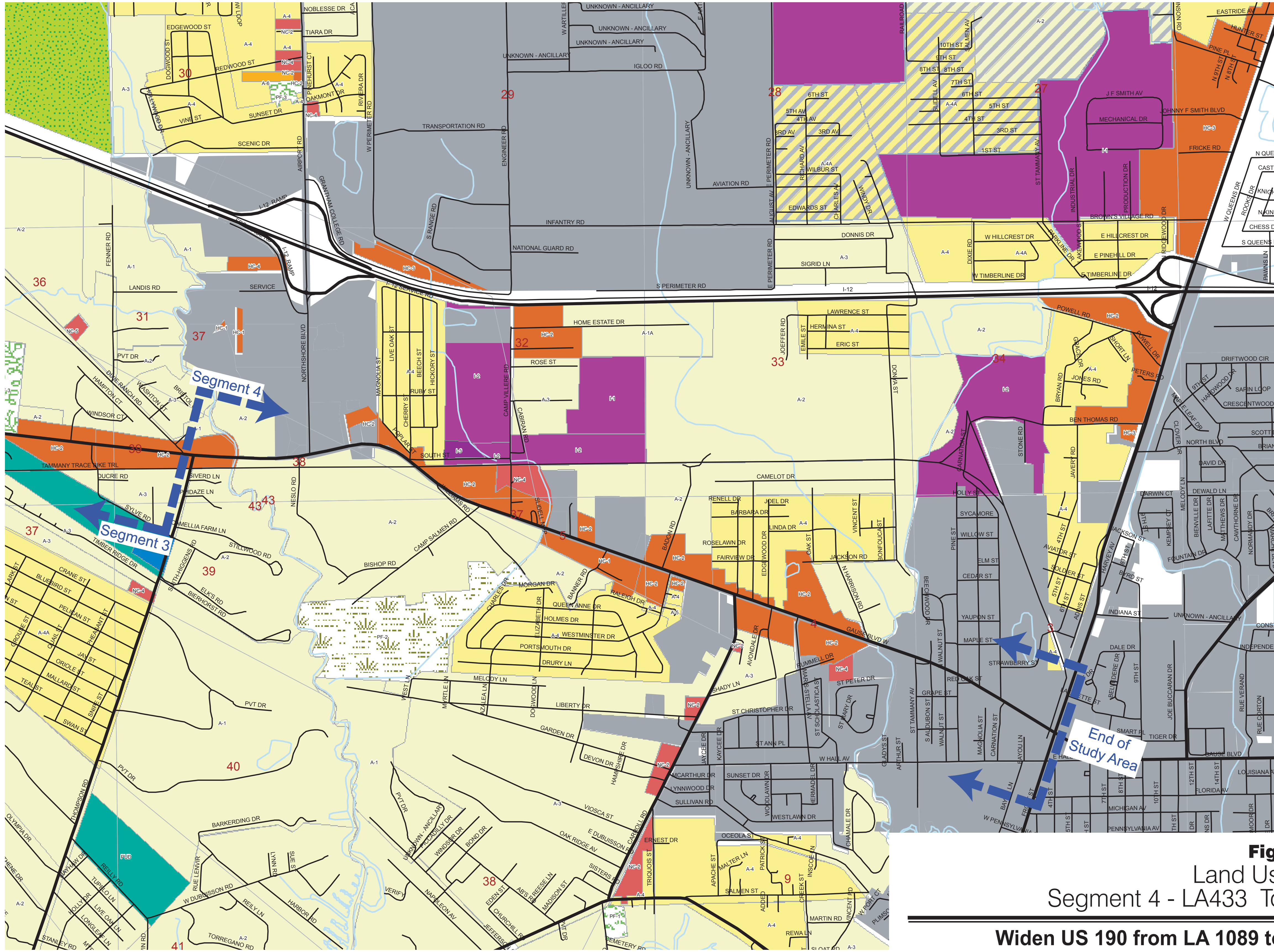

Figure 4-1

Land Use Map

Segment 4 - LA433 To US11

Widen US 190 from LA 1089 to US 11

Stage 0 Feasibility Study

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PLANNERS & ENGINEERS
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NEW ORLEANS, LOUISIANA 70176
(504) 523 - 5511

Project # 09-023

Photo 10: On US 190 Looking East
East of Intersection with CampVillere Road

Photo 11: On US 190 Looking East
at Intersection with Maris Stella Street

Photo 12: On US 190 Looking West
East of Intersection with Maris Stella Street

Photo 13: On US 190 Looking East
East of Intersection with Carnation Street

Planned Projects
At present time, there are no large-scale projects planned for this segment.

Accident Data
A cursory review of the accident data for Segment 4 of US 190 corridor was conducted for this study. The summary of accidents for the years 2006-2008 by intersection location in Segment 4 is presented in Table 14.

Table 14: Summary of Accidents by Intersection Locations for Segment 4

INTERSECTION	2006	2007	2008
LA 433	22	22	11
NORTHSHORE BLVD	40	23	43
NORTHSHORE MALL	2	2	1
GRAND THEATRE	9	18	14
WESTWINSTER	66	30	29
CARROLL/SUNSET	20	17	13
MARIS STELLA	42	36	19
PLAZA 190	83	43	57
US 11	50	21	3

A review of Table 14 indicates that several of the intersections experienced a significant number of crashes within the study period with a mixture of increases and decreases along the corridor.

The crash patterns were generated to identify specific factors that may contribute to greater accident frequency including the pavement conditions and the type of collisions for Segment 4, and are presented in Charts 7 and 8.

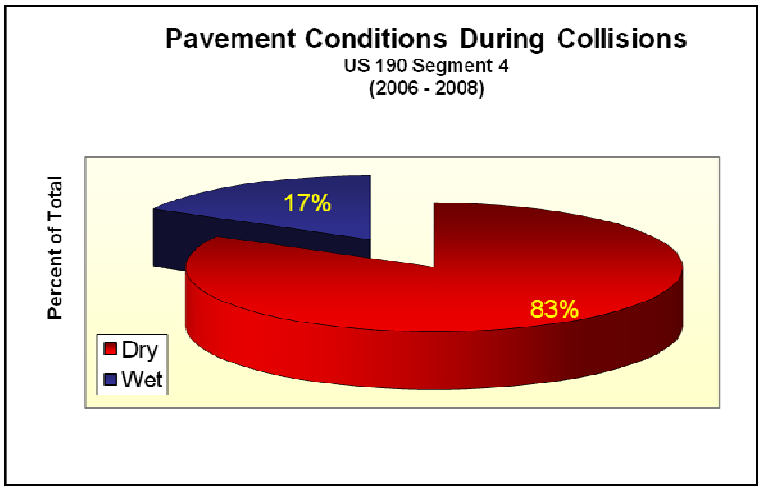


Chart 7: Pavement Conditions During Collisions

The statewide average for a urban two-lane section in 2006 was reported as 16.28%. Chart 7 indicates 17% of the crashes occurred on wet pavement indicating that the surface condition of US 190 is unlikely a factor contributing to crash frequency.

Chart 8 presents a summary of the type of collisions experienced on Segment 4 during the three year study period (2006-2008) as reported in the summary crash list.

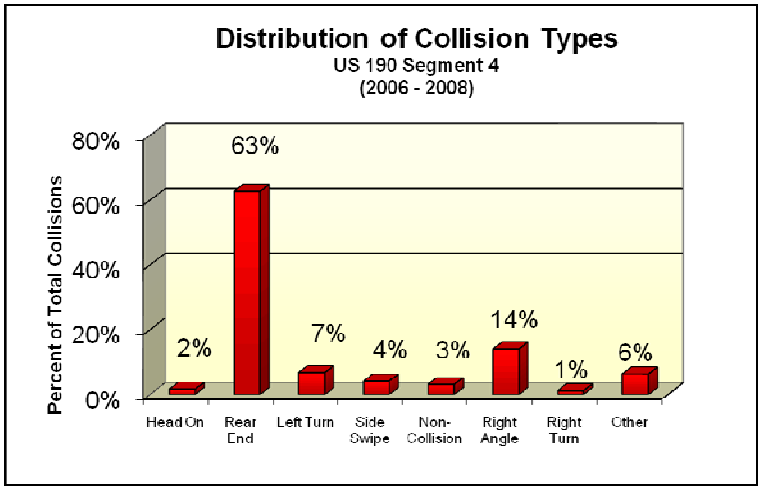


Chart 8: Distribution of Collision Types

A review of Chart 8 indicates a vast majority of the crashes were rear end. This is actually expected as the majority of the intersections are signalized and rear end collisions should be the most frequent. A detailed review of the crash reports for each intersection could identify other patterns or specific countermeasures to reduce crash frequency.

Travel Time Runs

A summary of the travel time results is presented in Table 15. A review of Table 15 indicates that actual travel times ranged from approximately six (6) minutes to ten (10) minutes. Westbound travel during the AM peak produced the shortest travel times, while westbound travel during the PM peak produced the longest travel times. The dominant cause of delays on the three-lane segment of US 190 in urbanized Slidell is attributed to the close proximity of multiple traffic signals. Given the posted speed limit and density of development, an unimpeded travel time from LA 433 to US 11 is estimated to be approximately four (4) minutes.

Table 15
SUMMARY OF TRAVEL TIME RUNS
US 190 - SLIDELL LA 433 TO US 11

Travel Direction	Travel Date	Weather Condition	Start Time	End Time	Travel Time		Total Delays		Percent of Delays				TT w/o Delays
					Min/Sec	Seconds	Min/Sec	Seconds	Signals	LT	RT	Congest.	
WB	2/1/2010	Sunny	8:01am	8:08am	7:40	460	3:39	219	100	0	0	0	4:01
WB	2/1/2010	Sunny	8:21am	8:27am	6:10	370	1:56	116	100	0	0	0	4:14
WB	1/20/2010	Cloudy	2:51pm	2:58pm	6:50	410	2:57	177	100	0	0	0	5:53
WB	1/20/2010	Cloudy	3:42pm	3:51pm	9:15	555	5:24	324	92	0	0	8	3:51
WB	1/11/2010	Sunny	3:53pm	4:02pm	8:45	525	4:43	283	98	0	2	0	4:02
WB	1/11/2010	Sunny	4:18pm	4:28pm	9:30	570	6:20	380	65	0	15	20	3:10
WB	1/11/2010	Sunny	4:50pm	5:00pm	10:08	608	6:02	362	98	0	2	0	4:06
WB	1/20/2010	Lt Rain	4:51pm	5:01pm	10:10	610	6:18	378	98	0	2	0	3:52
WB	1/11/2010	Sunny	5:14pm	5:22pm	7:45	465	3:33	213	90	0	5	5	4:12
WB	1/20/2010	Lt Rain	5:29pm	5:36pm	7:20	440	2:28	148	100	0	0	0	4:52
EB	2/1/2010	Sunny	7:53am	8:01am	7:25	445	2:54	174	100	0	0	0	4:31
EB	2/1/2010	Sunny	8:11am	8:20am	8:35	515	5:04	304	100	0	0	0	3:31
EB	2/1/2010	Sunny	8:33am	8:41am	8:05	485	4:05	245	94	0	6	0	4:00
EB	1/20/2010	Cloudy	2:59pm	3:07pm	7:45	465	4:03	243	87	9	4	0	3:42
EB	1/11/2010	Sunny	4:04pm	4:12pm	7:50	470	3:47	227	85	9	0	6	4:03
EB	1/11/2010	Sunny	4:30pm	4:28pm	8:08	488	4:05	245	97	0	3	0	4:03
EB	1/11/2010	Sunny	5:02pm	5:09pm	7:27	447	3:03	183	84	5	4	5	4:24

Alternatives Development

Two alternatives were developed for this segment. Alt 1 is a four-lane divided roadway section with roundabouts, full access median openings, partial median openings, and u-turns. Alt 2 is similar to Alt 1 except it includes a realignment in the Northshore Mall area. The following intersection improvements were considered:

- Dual westbound left turn lanes on US 190 at LA 433 (Thompson Road)
- Eastbound left turn lane and westbound right turn lane on US 190 at Northshore Mall Entrance/Exit with prohibited southbound lefts

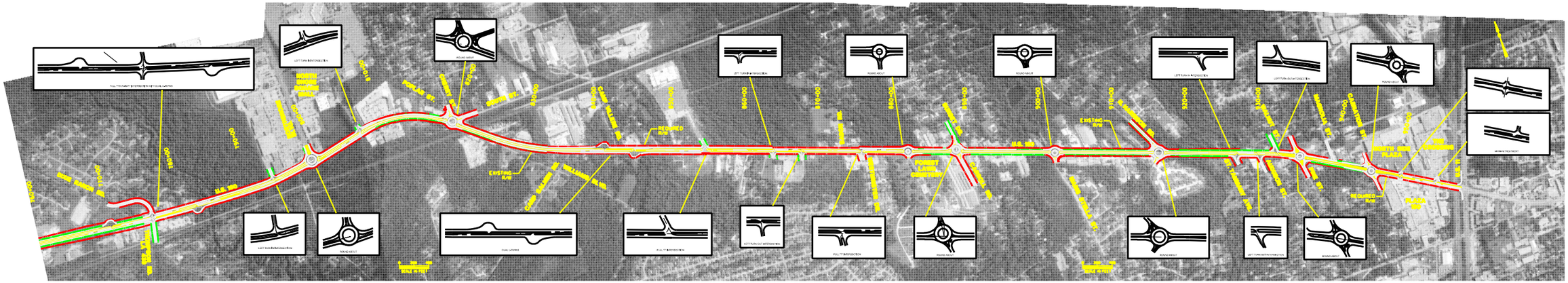
Schematic layouts of these alternatives are presented on pages 62-63 of this report.

Projected Traffic Volumes

The No Build projected traffic volumes for the design year 2030 in Segment 4 were developed using an annual growth rate of 0.7% on the western end of the segment and 0.4% on the eastern end of the segment. The growth rates were provided by LADOTD Department of Planning and Programming. Figure 4-2 AM and 4-2 PM presents the traffic volumes for 2030 No Build conditions. The traffic volumes for Alts 1 and 2 were developed using TransCAD, expected growth in the area and engineering judgment. Analysis was only conducted at the subject intersections where traffic volume data was collected. Figures 4-3 and 4-4 present the traffic volumes for Alt 1 and Alt 2 respectively.

Capacity Analysis

A review of Tables 16 and 17 indicates that the intersection approaches in Segment 4 are expected to operate at acceptable LOS conditions for most of it during both the peak periods for the existing conditions with most of the delays on the side street approaches. While adjustments were included in the capacity analysis to account for spillback from downstream intersections, the LOS and delays reported for the US 190 approaches are better than observed. Micro-simulation would be appropriate to do a thorough analysis. Even so, the 2030 No Build analyses indicated that improvements are required to increase the capacity on US 190 at Grand Theatre, at LA 433, and at Maris Stella and on various side street approaches. The 2030 Build analyses for Alt 1 that included intersection improvements, roundabouts, and widening of US 190 to a divided four-lane section indicates that improved operating conditions would be expected. The 2030 Build analysis for Alt 2 for the roundabout at Northshore Blvd. with an additional approach due to the realignment of US 190 indicated that unacceptable operating conditions would be expected.



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SCALE IN MILES

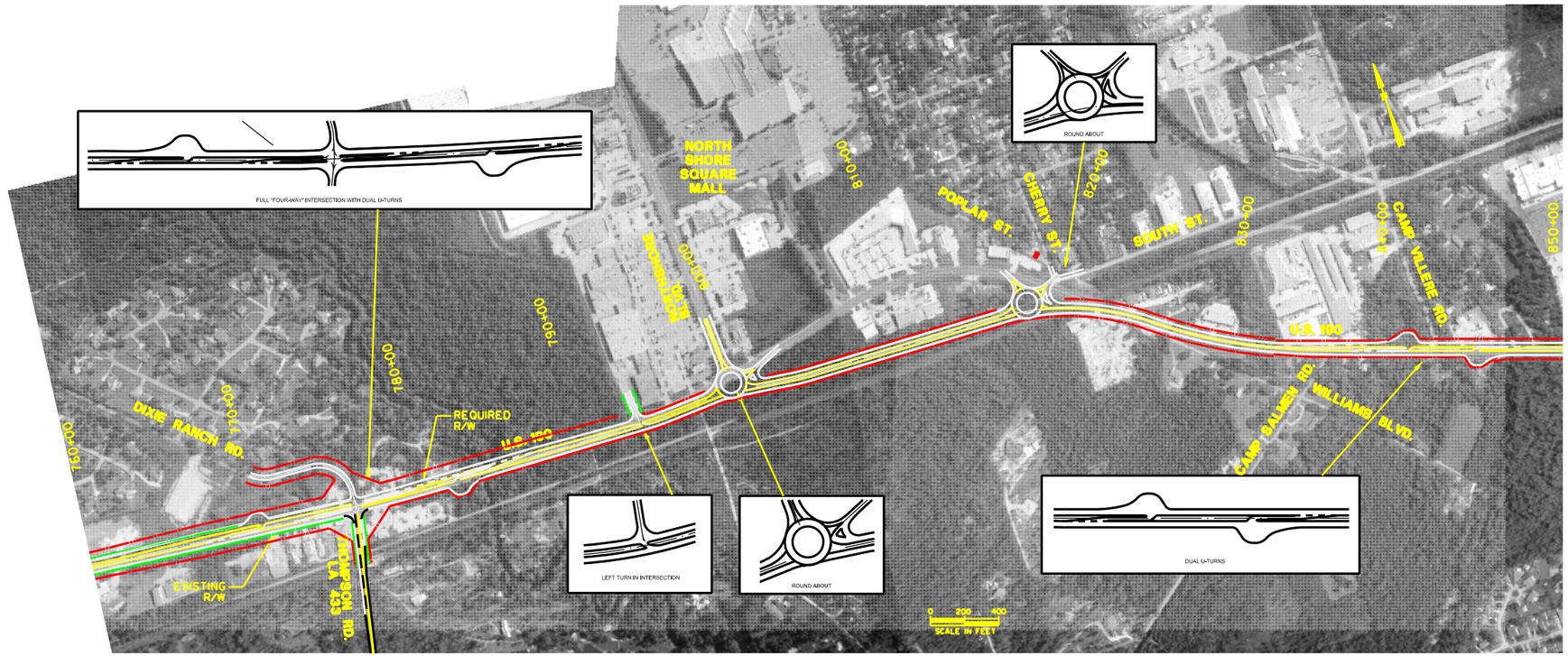
S.P. NO. 700-52-0191

SEGMENT 4:
SLIDELL LA 433 TO US 11
ALTERNATE 1

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	



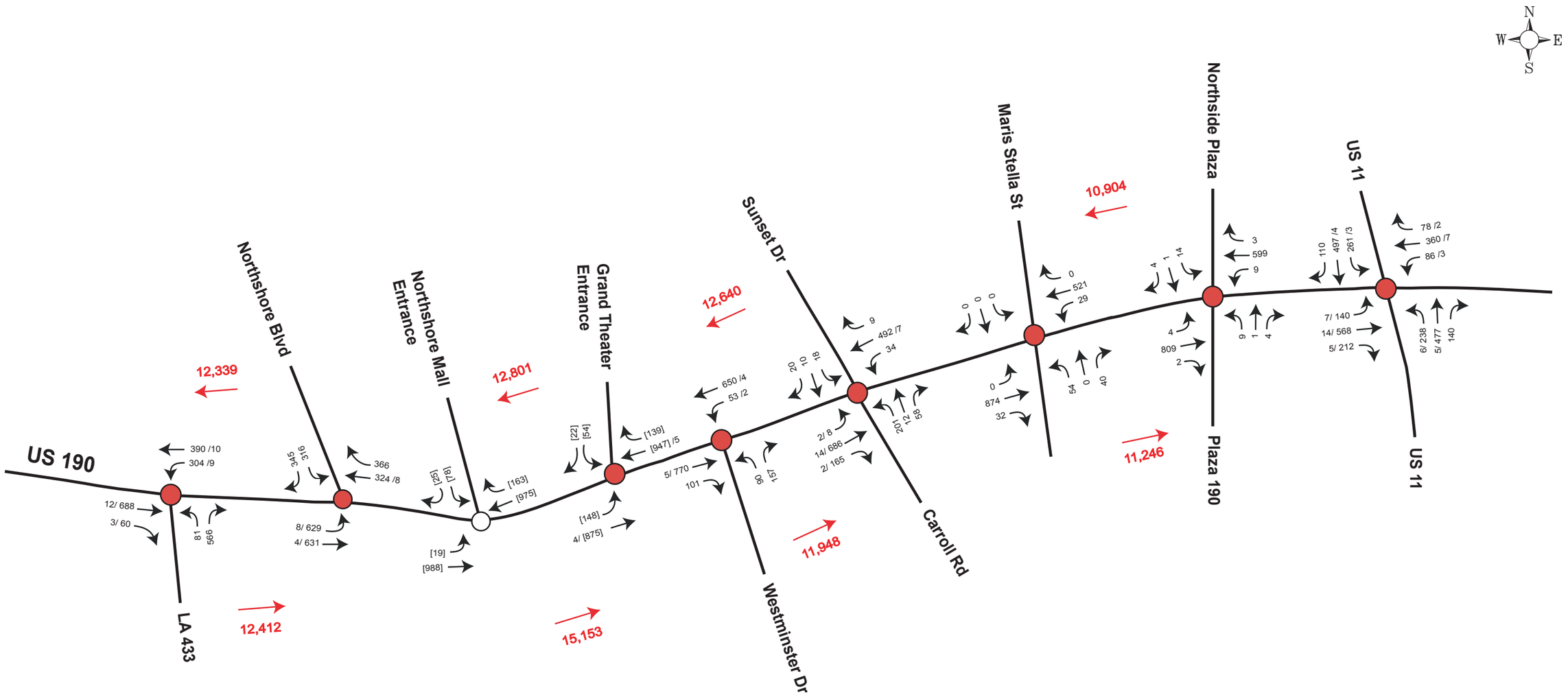
S.P. NO. 700-52-0191

SEGMENT 4:
SLIDELL LA 433 TO US 11
ALTERNATE 2

STAGE 0 FEASIBILITY STUDY
U.S. 190 WIDENING
MANDEVILLE TO SLIDELL, LA.

SHREAD - KUYRKENDALL & ASSOC.
ENGINEERS - SURVEYORS - PLANNERS
BATON ROUGE, LOUISIANA

DESIGNED	DRAWN	CHECKED	APPROVED
F.R.S.	J.E.P.	R.W.M.	



LEGEND:

X	AM Peak Hour
/X	Initial Unmet Demand
●	Signalized Intersection
○	Unsignalized Intersection
[ ]	Saturday 11:35AM-12:35PM at Mall Entrance; Friday 6:20PM-7:20PM at Theatre Entrance
→	24-Hour Volumes

Figure 4-2 AM
2030 No Build Volumes
AM Peak Hour
Segment 4 -LA433 To US11

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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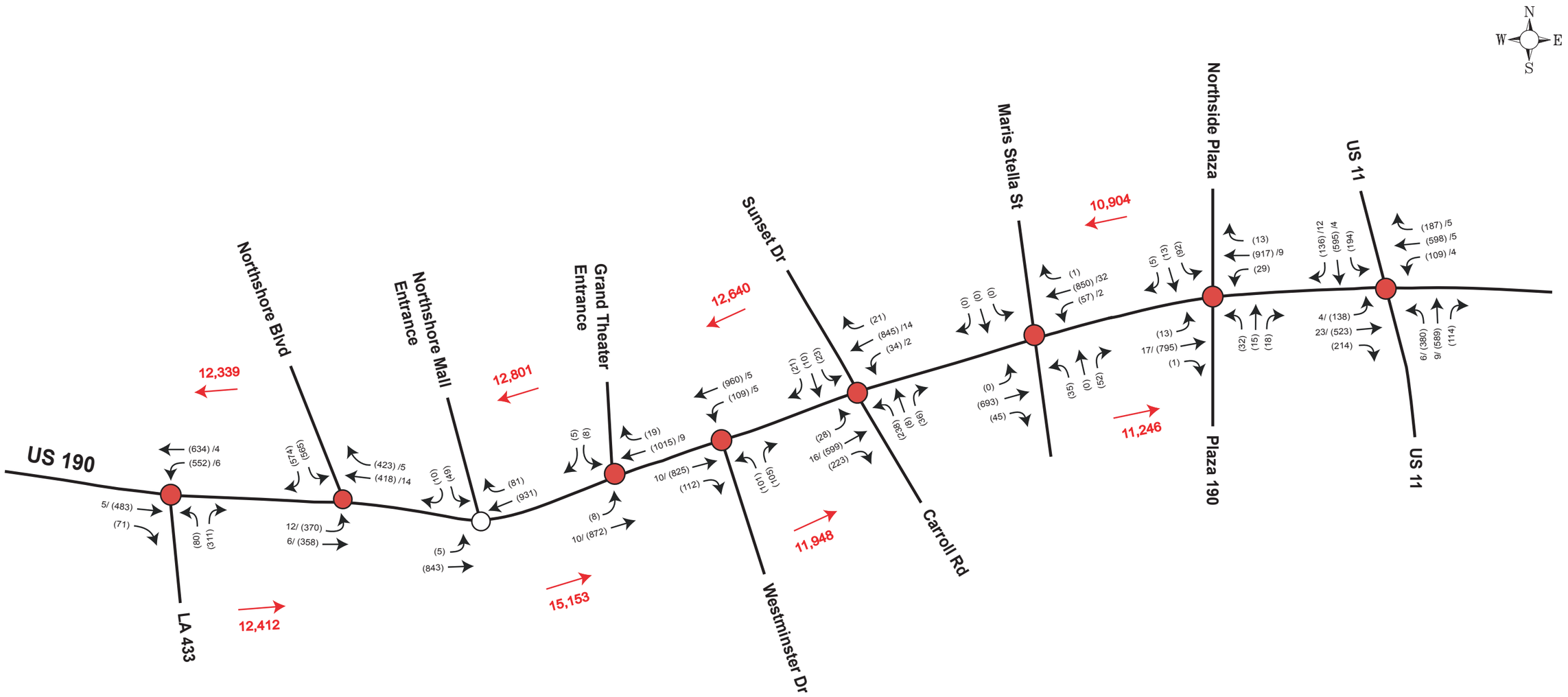

LEGEND:

(X)	PM Peak Hour
/X	Initial Unmet Demand
●	Signalized Intersection
○	Unsignalized Intersection
[ ]	Saturday 11:35AM-12:35PM at Mall Entrance; Friday 6:20PM-7:20PM at Theatre Entrance
→	24-Hour Volumes

Figure 4-2 PM
2030 No Build Volumes
PM Peak Hour
Segment 4 -LA433 To US11

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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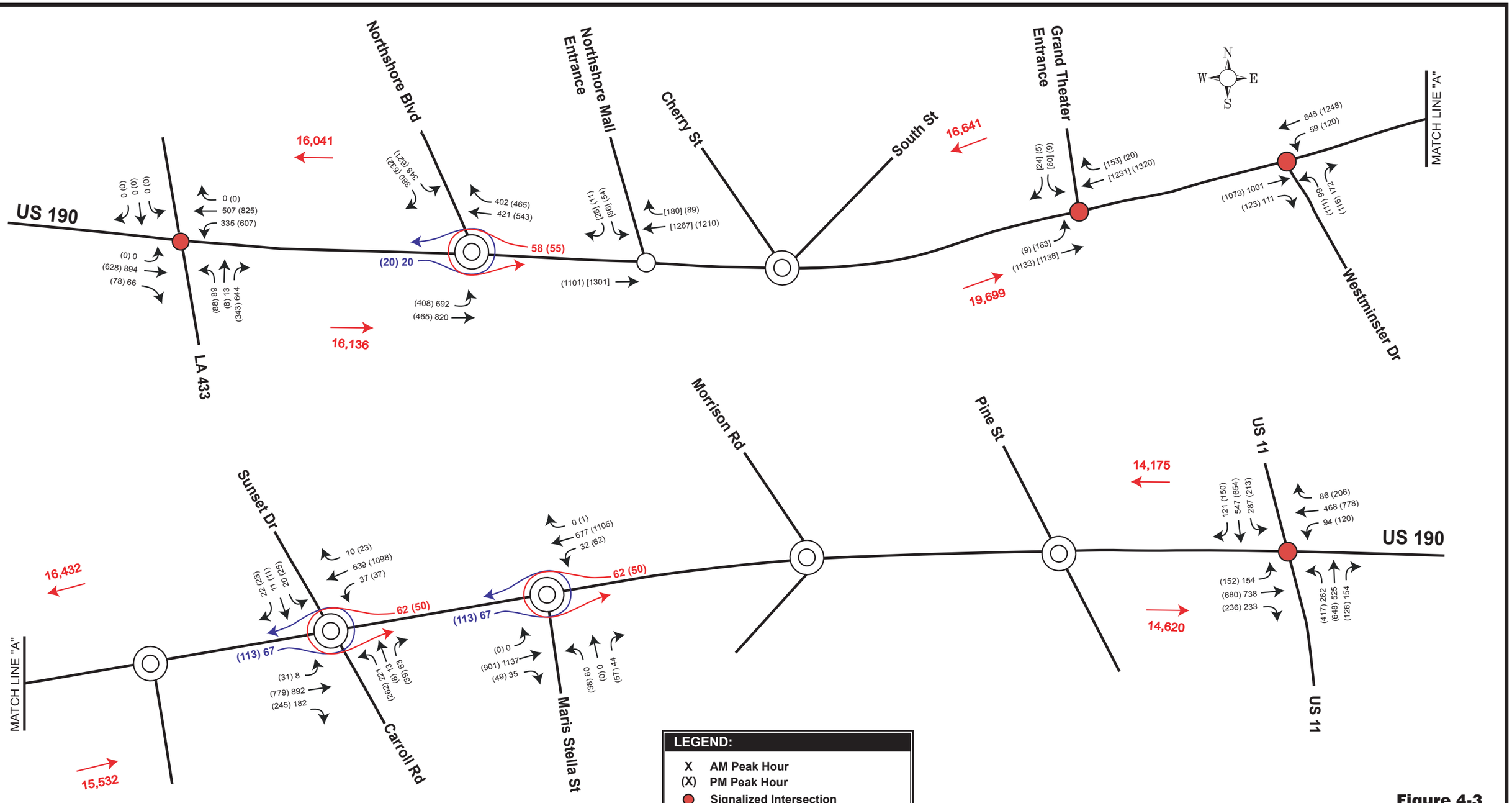

Figure 4-3

2030 Build Alt 1. Volumes with Roundabouts (4 Lanes) Segment 4 -LA433 To US11

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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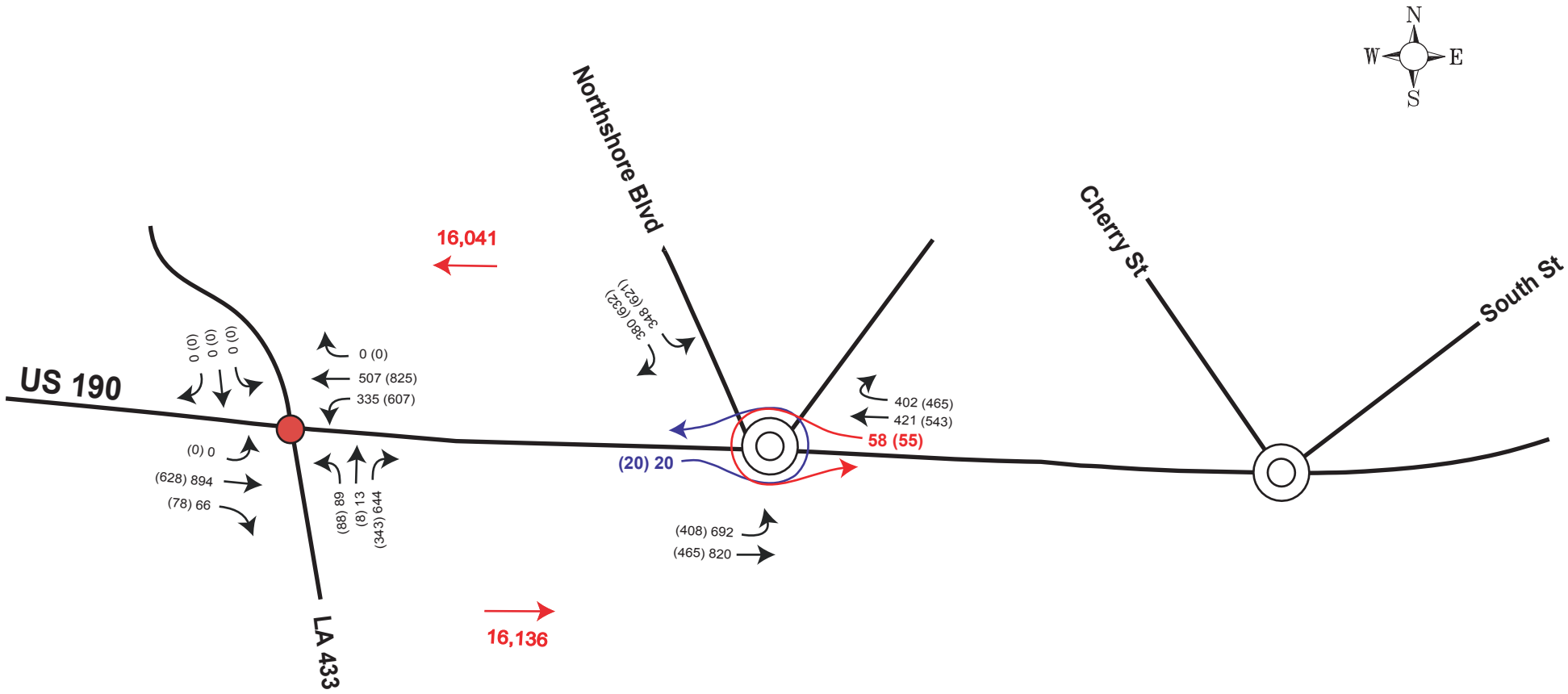

LEGEND:

X	AM Peak Hour
(X)	PM Peak Hour
●	Signalized Intersection
◎	Round About
→	24-Hour Volumes

Figure 4-4

2030 Build Alt 2 Volumes with Roundabouts
(4 Lanes) Segment 4 -LA433 To US11

Widen US 190 from LA 1089 to US 11
Stage 0 Feasibility Study

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Project # 09-023

Table 16 - Segment 4
Level of Service and Capacity Analysis Results - AM Peak

Location	Approach	2009 Base		2030 No Build		2030 Build			
						Alt 1		Alt 2	
		LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh
Unsignalized									
US 190 at Northshore Mall**	US 190 EB Left	B	10.4	B	11.3	B	13.5		
	Mall Exit SB	C	17.7	C	21.6	C	15.8		
Signalized									
US 190 at LA 433	**Overall**	**C**	**23.1**	**D**	**39.7**	**C**	**25.5**		
	US 190 EB	C	26.8	D	36.8	C	23.3		
	US 190 WB	B	13.7	D	43.8	A	8.0		
	LA 433 NB	C	30.5	D	37.8	D	50.8		
US 190 at Northshore Boulevard	**Overall**	**D**	**36.9**	**D**	**47.3**	**C**	**24.4**	**E**	**62.0**
	US 190 EB	B	18.7	B	19.9	D	32.6	C	16.3
	US 190 WB	E	79.1	F	110.6	C	25.7	C	31.3
	Northshore Blvd. SB	C	21.6	C	24.4	B	11.5	F	195.2
	Northshore Blvd Mall	-	-	-	-	-	-	D	42.8
US 190 at Grand Theatre**	**Overall**	**C**	**30.1**	**E**	**58.0**	**B**	**12.1**		
	US 190 EB	A	6.9	A	8.2	A	4.6		
	US 190 WB	D	50.1	F	103.4	B	18.5		
	Grand Theatre SB	C	26.6	C	27.0	C	24.3		
US 190 at Westminster Dr.	**Overall**	**B**	**18.4**	**C**	**22.1**	**B**	**19.0**		
	US 190 EB	B	14.9	B	18.2	B	11.3		
	US 190 WB	A	4.6	A	5.1	A	3.7		
	Westminster Dr. NB	E	71.8	F	86.8	F	106.6		
US 190 at Carroll Road/ Sunset Drive	**Overall**	**C**	**33.2**	**D**	**36.7**	**B**	**11.7**		
	US 190 EB	C	26.7	C	30.0	B	10.4		
	US 190 WB	C	24.0	C	25.1	B	12.5		
	Carrol/Sunset NB	E	57.7	E	63.6	B	14.7		
	Carrol/Sunset SB	F	91.3	F	106.6	B	12.5		
US 190 at Maris Stella St./Clinic	**Overall**	**B**	**15.8**	**B**	**16.9**	**A**	**8.3**		
	US 190 EB	B	15.3	B	16.9	B	8.0		
	US 190 WB	B	11.1	B	11.8	B	8.6		
	Maris Stella NB	D	46.2	D	46.3	B	10.7		
	Clinic Drive SB	D	48.4	D	48.4	A	6.4		
US 190 at Northside Plaza/ Plaza 190	**Overall**	**B**	**11.4**	**B**	**12.2**	**A**	**9.3**		
	US 190 EB	B	11.4	B	12.5	A	9.2		
	US 190 WB	A	9.4	A	9.9	A	8.1		
	Northside Plaza NB	D	37.6	D	37.7	D	37.3		
	Plaza 190 SB	D	37.6	D	37.7	D	37.7		
US 190 at US 11	**Overall**	**D**	**39.5**	**D**	**51.6**	**F**	**89.1**		
	US 190 EB	D	35.6	D	43.9	F	116.7		
	US 190 WB	C	24.6	C	25.6	C	28.1		
	US 11 NB	D	45.9	E	64.2	F	94.1		
	US 11 SB	D	45.1	E	61.2	F	93.0		
Arterial									
LA 433 to Westminster Dr.	Overall	**E**	**0.52**	**E**	**0.6**				
	US 190 EB					B	15.8		
	US 190 WB					B	12.4		
Westminster Dr. to US 11	Overall	**E**	**0.47**	**E**	**0.51**				
	US 190 EB					B	14.5		
	US 190 WB					A	9.6		

Table 17 - Segment 4
Level of Service and Capacity Analysis Results - PM Peak

Location	Approach	2009 Base		2030 No Build		2030 Build			
						Alt 1		Alt 2	
		LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh	LOS	Delay in Sec/Veh
Unsignalized									
US 190 at Northshore Mall**	US 190 EB Left	A	9.8	B	10.5	B	12.2		
	Mall Exit SB	C	15.6	C	18.0	B	14.0		
Signalized									
US 190 at LA 433	**Overall**	**B**	**17.9**	**D**	**44.1**	**B**	**15.3**		
	US 190 EB	C	23.2	C	28.3	B	20.0		
	US 190 WB	B	15.2	E	59.4	B	10.6		
	LA 433 NB	B	18.3	B	18.8	C	24.3		
US 190 at Northshore Boulevard	**Overall**	**C**	**26.8**	**D**	**39.9**	**C**	**26.7**	**F**	**262.1**
	US 190 EB	C	26.8	D	42.0	C	27.9	B	12.0
	US 190 WB	C	31.0	D	50.0	C	14.3	B	12.4
	Northshore Blvd. SB	C	23.6	C	31.0	D	36.6	F	658.3
	Northshore Blvd Mall	-	-	-	-	-	-	C	18.3
US 190 at Grand Theatre**	**Overall**	**C**	**25.3**	**E**	**61.3**	**B**	**13.4**		
	US 190 EB	A	5.9	A	7.8	A	5.6		
	US 190 WB	D	41.1	F	105.5	B	20.0		
	Grand Theatre SB	C	24.9	C	24.8	C	25.9		
US 190 at Westminster Dr.	**Overall**	**B**	**14.8**	**B**	**16.3**	**B**	**11.1**		
	US 190 EB	B	16.0	B	18.0	B	12.1		
	US 190 WB	A	9.1	B	10.3	A	4.9		
	Westminster Dr. NB	D	37.8	D	38.1	D	45.7		
US 190 at Carroll Road/ Sunset Drive	**Overall**	**E**	**59.3**	**E**	**78.1**	**B**	**12.9**		
	US 190 EB	C	30.9	D	36.2	B	9.8		
	US 190 WB	F	91.0	F	128.3	B	15.0		
	Carrol/Sunset NB	D	47.2	D	52.0	B	14.4		
	Carrol/Sunset SB	E	71.1	F	84.4	B	16.2		
US 190 at Maris Stella St./Clinic	**Overall**	**C**	**26.0**	**D**	**36.5**	**A**	**8.7**		
	US 190 EB	A	8.2	A	8.8	B	8.6		
	US 190 WB	D	37.8	E	57	B	8.7		
	Maris Stella NB	D	45.2	D	45.9	B	8.6		
	Clinic Drive SB	D	48.4	D	48.4	B	8.9		
US 190 at Northside Plaza/ Plaza 190	**Overall**	**B**	**19.5**	**C**	**23.1**	**B**	**15.3**		
	US 190 EB	B	12.7	B	15.0	A	9.1		
	US 190 WB	B	13.3	B	15.3	B	10		
	Northside Plaza NB	D	50.6	D	52.4	D	41.3		
	Plaza 190 SB	F	101.9	F	132.2	F	107.5		
US 190 at US 11	**Overall**	**F**	**143.3**	**F**	**175.0**	**F**	**135.6**		
	US 190 EB	D	42.2	D	49.5	F	100.7		
	US 190 WB	D	37.2	D	41.6	F	95.7		
	US 11 NB	F	222.4	F	275.5	F	202.9		
	US 11 SB	F	226.9	F	278.3	F	136.7		
Arterial									
LA 433 to Westminster Dr.	Overall	**E**	**0.67**	**E**	**0.67**				
	US 190 EB					B	15.8		
	US 190 WB					B	15.8		
Westminster Dr. to US 11	Overall	**E**	**0.58**	**E**	**0.63**				
	US 190 EB					B	13.4		
	US 190 WB					B	16.4		

Conclusions
The No Build analysis indicates that improvements to the existing subject intersections are required to meet 2030 demand year conditions in Segment 4. Based on capacity analysis, a cursory safety review and public input, widening of US 190 should be considered. The intersection improvements and roundabouts in Alt 1 are expected to provide improved and acceptable levels of service at the study area intersections by the design year 2030, however further analysis is required. The re-alignment of US 190 in Alt 2 with the additional leg at the Northshore Square Mall Entrance/Exit is not expected to operate acceptably.

Recommendations (Segment 4)
It could not be concluded that Alternative 1 would meet the purpose of reducing traffic congestion and improving safety based on the analysis conducted in this study. Specifically a full study of proposed roundabouts per EDSM VI.1.1.5 would be required to confirm operational conditions and suitability of the roundabouts as well as micro-simulation of the u-turns. Additional traffic count data would be required to estimate the u-turn volumes both mid-block and at the roundabouts. The additional studies should be conducted in later stages of the DOTD process. Based on the traffic analyses, Alternative 2 is not expected to meet the purpose and need.

CONCLUSIONS

The corridor was separated into four segments to address the various surrounding land uses and traffic volumes along US 190 within the study area. Citizen input included concerns regarding safety of the bridges that lacked shoulders and a lack of turn lanes at specific locations. Capacity analyses for existing conditions confirmed field observations except for in the Slidell area where upstream and downstream conditions, with the close proximity of traffic signals, influence signal operation. Intersection improvements were developed based on turn lane warrants and capacity analysis results. Capacity analyses for 2030 No Build conditions indicated that various locations within the corridor are expected to reach failing levels of service without improvements.

A cursory review of safety data was conducted for the subject intersections. Crash data provided by LADOTD only included crashes associated with the subject intersection and did not include crashes that occurred in between. Further analysis of the crash data may provide additional information and the development of potential countermeasures.

Proposed alternatives were developed based on existing LADOTD EDSM requirements for multi-lane highways and access management. The alternatives included divided roadway cross sections with a mixture of roundabouts, partial median openings and full median openings based on EDSM requirements and traffic volumes/patterns. Due to the nature of the alternatives developed, further study is needed to include additional data collection and micro-simulation of the roundabouts, u-turn locations and partial median openings to determine feasibility of each individual alternative.

RECOMMENDATIONS

The following alternatives for each segment were identified as potentially meeting the purpose and need for widening US 190:

Segment 1: Alts 1A, 1B, 2 and Alt 3
Segment 2: Alt 1 and 2
Segment 3: Alt 1B
Segment 4: Alt 1

However the ability of each alternative to provide acceptable operational conditions and improve safety could not be concluded based on the analysis conducted in this study alone. A full study of proposed roundabouts per EDSM VI.1.1.5 would be required to confirm roundabout operational conditions and micro-simulation required to determine if proposed u-turns would be adequate to handle the traffic volumes. Additional traffic count data would be required to estimate the u-turn volumes at both the roundabouts and u-turn locations. Furthermore, the cursory review of crash data included in this study should be expanded to identify specific countermeasures to decrease crash frequency.

Therefore additional study is recommended to include the following for each alternative:

- Micro-simulation of proposed u-turns and roundabouts
- Detailed safety evaluation including reviewing individual crash reports

The additional studies should be conducted in later stages of the DOTD process.

Additional safety improvements identified were to provide improved shoulders with rumble strips and to widen the two subject bridges to provide shoulders to meet current design criteria. These are included in the alternatives, but could also be stand alone projects.

URBAN SYSTEMS, INC.
PLANNERS & ENGINEERS

400 N. PETERS STREET
NEW ORLEANS, LA 70130
(504) 523 - 5511

Appendix C

Environmental Research

Environmental Checklist

Preliminary Scope and Budget Checklist

Native American Tribes

Wetland Reserve Program

Community Elements

Registered Water Wells

Section 4(f) Issues

National Register of Historic Places

Threatened/Endangered Species

Louisiana Scenic Rivers Act

USGS Maps

Hazardous Materials

Firm Map

Registered Oil & Gas Wells

Utilities

Census Data

Environmental Checklist

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

Stage 0 Environmental Checklist

C.S. 013-12 Parish St. Tammany
Route US 190 Begin Log mile _____ End Log mile _____

ADJACENT LAND USE: Urban

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? N

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location N

Community Elements: Is the project impacting or adjacent to any:
(Y or N) Cemeteries Y
(Y or N) Churches Y
(Y or N) Schools Y
(Y or N) Public Facilities (i.e., fire station, library, etc.) Y
(Y or N) Community water well/supply Y

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or N) Public recreation areas Y
(Y or N) Public parks Y
(Y or N) Wildlife Refuges Y
(Y or N) Historic Sites Y

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below:
Y, Fontainebleau State Park & Bayou Lacombe Middle School

Do <u>you know</u> of any threatened or endangered species in the area? (Y or N)
If so, which species? N

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? (Y or N)
If yes, name the stream. N

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW?(Y or N)
If so, where? N

What year was the existing bridge built? See Executive Summary - Bridges

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: Unknown, Bayou Lacombe

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems?
(Y or N) Leaking Underground Storage Tanks Y
(Y or N) CERCLIS Y
(Y or N) ERNS Y
(Y or N) Enforcement and Compliance History Y
If found site, give the name and location: Y

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) Y
If so, give the name and location: Russell's Quick Stop, Lacombe

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: N,N,Y See Appendix C
Dry Cleaners - Sunshine Cleaners, Slidell

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project.
Y

Are there any possible residential or commercial relocations/displacements? (Y or N) How many? Y, see section 4.2.17.1

Do you know of any sensitive community issues related to the project? (Y or N) If so, explain N

Is the project area population minority or low income? (Y or N) N

What type of detour/closures could be used on the job? See Section 4.2.16

Did you notice anything of concern during your site/windshield survey of the area? If so, explain below.
N

Ripley W. McClure, P.E.
Nicci D. Gill, P.E
Point of Contact

225-296-1335
Phone Number

June 2010
Date

Preliminary Scope and Budget Checklist

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

STAGE 0
Preliminary Scope and Budget Checklist

District 62 Parish St. Tammany Route US 190

Control Section 013-12 Total Project Length (miles) 16.2

Begin Project (CS Log Mile) _____ End Project (CS Log Mile) _____

Project Category (Safety, Capacity, etc.) Safety&Capacity Date Prepared: June 2010

A. Purpose and need for the project: To assess and identify alternative project concepts that will address existing & future roadway traffic, safety conditions, & access management along US 190.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc): Two Lane Urban Arterial with open ditch
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/concept if applicable): Four Lane Urban Arterial with shoulders or curb & gutters
- Design Exceptions: None
- Technical Analyses (traffic analysis, safety analysis, etc): Traffic Analysis
- Alternatives to Project Concept: Alternative Designs
- Future ITS / Traffic Considerations: N/A
- Construction Traffic Management/Property Access Considerations: Maintain Traffic on US 190

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist on pages 4-10 to 4-13):

See attached Environmental Checklist

D. Cost Estimate

• Engineering Design:	See Executive Summary
• Environmental (document, mitigation, etc.):	See Executive Summary
• R/W Acquisition: (C of A if applicable)	See Executive Summary
• Utility Relocations:	See Executive Summary
• Construction (including const. traffic management):	See Executive Summary
TOTAL PROJECT COST	See Executive Summary

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.)

Bonds / Federal Earmarks

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared By: Nicci D. Gill, P.E.

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Native American Tribes

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

Updated: January 5, 2009

List of Federally and State Recognized Native American Tribes and Other Contacts - State of Louisiana

Federal:

Chitimacha Tribe of Louisiana
Loni Martin, Chairman
P.O. Box 661
Charenton, LA 70523
Phone (337) 923-7215
Fax (337) 923-6848
www.chitimacha.com
*** Kimberly Walden**
Cultural Director
Phone (337) 923-9923
kswalden@chitimacha.gov

Coushatta Tribe of Louisiana
Kevin Sickey, Chairman
P.O. Box 818
Elton, LA 70532
Phone (337) 584-1545
Fax (337) 584-2998
www.coushattatribela.org

Jena Band of Choctaw Indians
Christine Norris, Tribal Chief
P.O. Box 14
Jena, LA 71342
Phone (318) 992-2717
Fax (318) 992-2771
www.jenachoctaw.org
*** Christine Norris**

Tunica-Biloxi Tribe of Louisiana
Earl J. Barbry, Sr., Chairman
P.O. Box 1589
Marksville, LA 71351
Phone (318) 253-9767
Fax (318) 253-9791
www.tunica.org
*** Earl J. Barbry, Jr., THPO**
Attn: Museum Division Offices
Phone (318) 253-8174
Fax (318) 253-7711

Alabama Coushatta Tribe of Texas
Kevin Battise, Chairman
571 State Park Rd. 56
Livingston, TX 77351
Phone (936) 563-1181
Fax (936) 563-1183
***Bryant Celestine**
histpres@actribe.org

Caddo Nation
LaRue Parker, Chairperson
P.O. Box 487
Binger, OK 73009
Phone (405) 656-2344
Fax (405) 656-2892
*** Robert Cast, THPO or**
Bobby Gonzales
Phone (405) 656-2901

Mississippi Band of Choctaw Indians
Beasley Denson, Chief
P.O. Box 6257
Philadelphia, MS 39350
Phone (601) 656-5251
Fax (601) 656-1992
*** Kenneth Carleton**
Tribal Archaeologist & THPO
Phone (601) 650-7316
Fax (601) 650-7454
kcarleton@choctaw.org

Quapaw Tribe of Oklahoma
John Berrey, Chair
P.O. Box 765
Quapaw, OK 74363-0765
Phone (918) 542-1853
Fax (918) 542-4694
*** Carrie Wilson**
Phone (479) 442-7576
Fax (479) 575-5453
nagpra.106@earthlink.net

Choctaw Nation of Oklahoma
Gregory Pyle, Chief
P.O. Drawer 1210
Durant, OK 74702
Phone (580) 924-8280
Terry Cole, THPO*
terryc@choctawnation.com

State:

Adai Caddo Indians of Louisiana
Rufus Davis, Jr., Chairman
Route 2, Box 246
Robeline, LA 71469
Phone (318) 472-8680
Fax (318) 472-8684
cheifdav1

Biloxi Chitimacha Confederation of Muskogee
P. O. Box 856
Zachary, LA 70791
www.biloxi-chitimacha.com

Choctaw-Apache Tribe of Ebarb
Tommy W. Bolton, Chairman
P.O. Box 1428
Zwolle, LA 71486
Phone (318) 645-2588
Fax (318) 645-2589
cate@cp-tel.net

Clifton Choctaw Tribe of Louisiana
Roy L. Tyler, Chairman
1312 Clifton Road
Clifton, LA 71447
Phone (318) 793-8236
Fax (318) 793-8236

Four-Winds Cherokee Tribe
Billy Sinor, Council
139 Sinor Drive
Leesville, LA 71446
Phone (337) 537-8318
Fax (337) 537-2611
bgsinor@wnonline.net

Point au Chien Tribe
177 Aragon Road
Montegut, LA 70377
http://pactribe.tripod.com

United Houma Nation
Brenda Dardar Robichaux, Principal Chief
20986 Highway 1
Golden Meadow, LA 70357
Phone (504) 475-6640
Fax (504) 475-7109
bdrhouma@aol.com

Other:

Apalachee Talimali Band of Louisiana
Gilmer Bennett
P.O. Box 84
Libuse, LA 71348
Phone (318) 473-4412
Fax (318) 561-2333

Governor's Office of Indian Affairs
Mark Ford, Executive Director
P.O. Box 94004
Baton Rouge, LA 70804
Phone (225) 219-8715
Fax (225) 219-7551
Mark.ford@la.gov
www.indianaffairs.com

Inter-Tribal Council of Louisiana, Inc.
Kevin Billiot, Director
5723 Superior Dr., Suite B-1
Baton Rouge, LA 70816
Phone (225) 292-2474

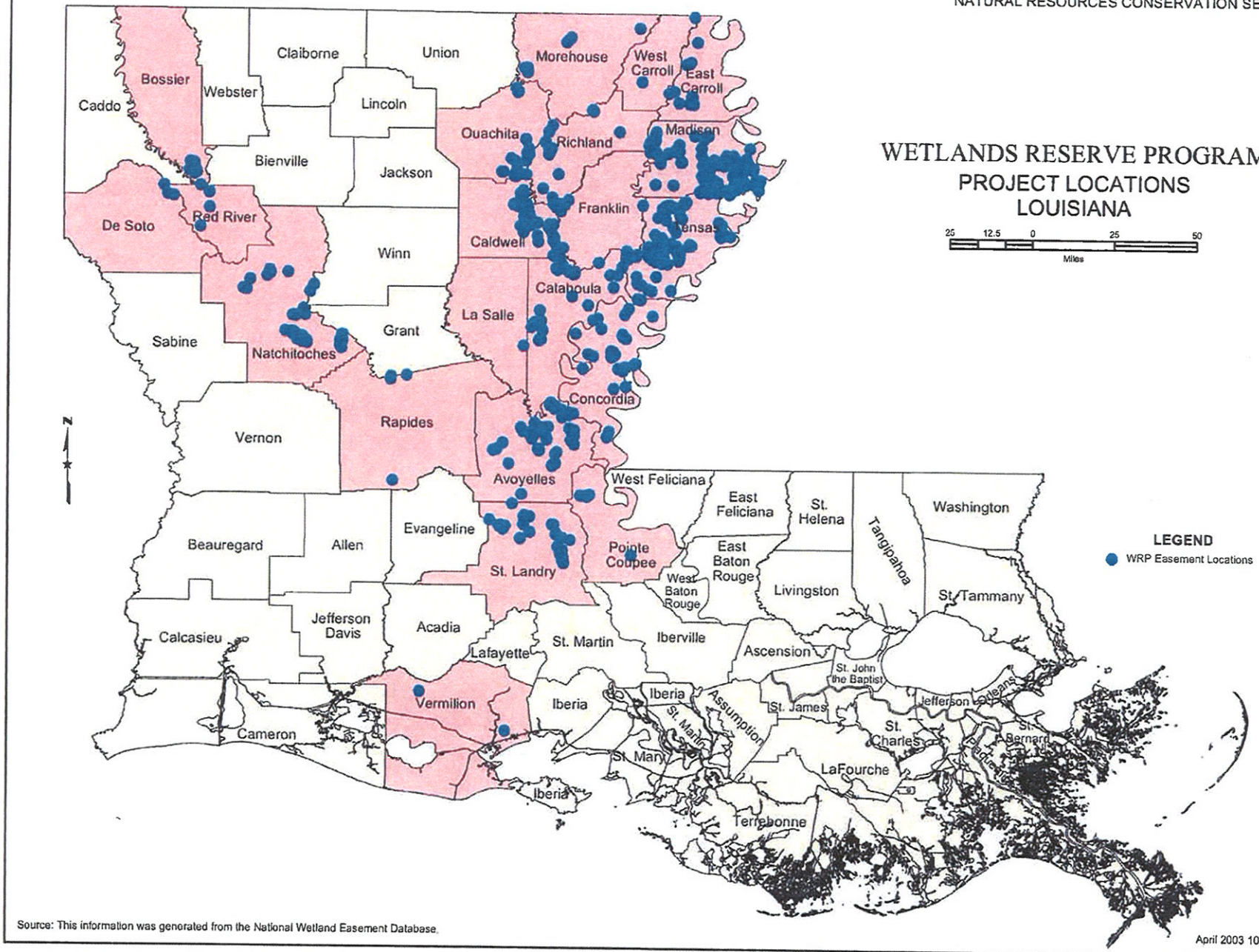
*** Contact Person(s)**

Wetland Reserve Program

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

U.S. DEPARTMENT OF AGRICULTURE

NATURAL RESOURCES CONSERVATION SERVICE



Source: This information was generated from the National Wetland Easement Database.

April 2003 1008621

USDA, NRCS, NATIONAL CARTOGRAPHY & GEOSPATIAL CENTER, FORT WORTH, TX., 2003

Community Elements

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
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Home Page » Browse Topo Maps » Louisiana » St. Tammany » Cemetery » Lafrere Cemetery

Lafrere Cemetery USGS Lacombe Quad, Louisiana, Topographic Map

Lafrere Cemetery is a Cemetery in the state of Louisiana (county of St. Tammany), located at latitude - longitude coordinates (also known as lat-long or GPS coordinates) of N 30.31242 and W -89.93701. Lafrere Cemetery is shown in the center of the topographic (topo) map, which is sourced from the United States Geographical Survey map USGS Lacombe quad. The nearest major town is Lacombe, LA.

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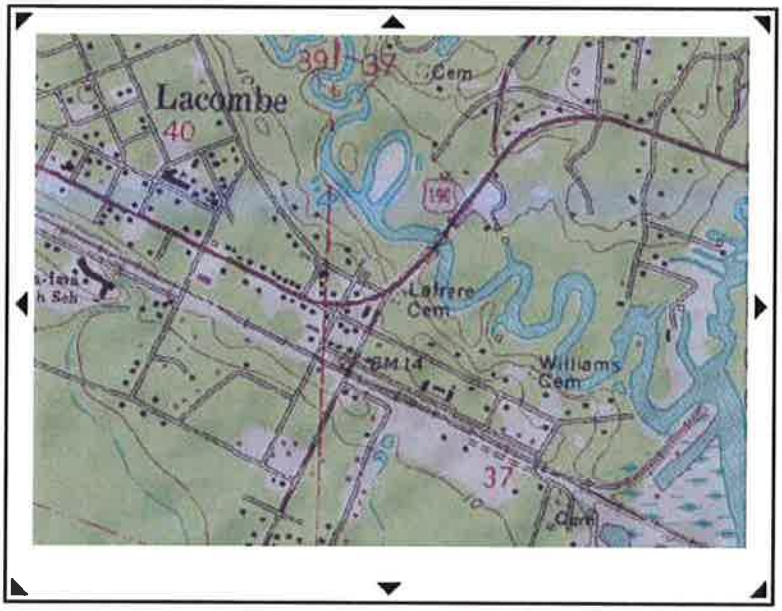

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0 0.1 0.2 0.3 0.4 0.5 km

0 0.1 0.2 0.3 0.4 0.5 mi

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Home Page » Browse Topo Maps » Louisiana » St. Tammany » Cemetery » Forest Lawn Cemetery

Forest Lawn Cemetery USGS Slidell Quad, Louisiana, Topographic Map

Forest Lawn Cemetery is a Cemetery in the state of Louisiana (county of St. Tammany), located at latitude - longitude coordinates (also known as lat-long or GPS coordinates) of N 30.29436 and W -89.8009. Forest Lawn Cemetery is shown in the center of the topographic (topo) map, which is sourced from the United States Geographical Survey map USGS Slidell quad. The nearest major town is Slidell, LA.

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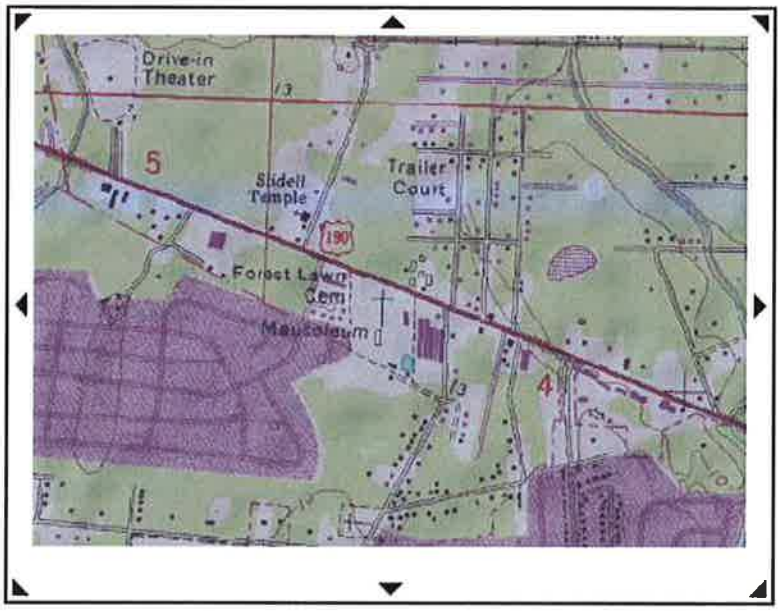

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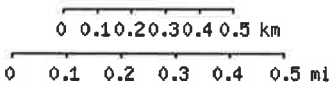

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St. Tammany Parish Public School System
2009-2010 School Directory

a³ Virtual Academy
(985) 898-6483 9-12
(Ms.) Karen DeVillier
227 North Jefferson Ave.
Covington, LA 70433

Abita Springs Elementary
(985) 892-8184 K-3
(Ms.) Rebecca Stogner
22410 Level St.
Abita Springs, LA 70420

Abita Springs Middle
(985) 892-2070 4-6
(Ms.) Donna Forrest
P. O. Box 217; 72079 Maple St.
Abita Springs, LA 70420

Abney Elementary
(985) 643-4044 K-5
Robert "Mike" Alford
825 Kostmayer Ave.
Slidell, LA 70458

Alton Elementary
(985) 863-5353 K-5
(Ms.) Schanette Hebert
38276 5th Ave.
Slidell, LA 70460

Bayou Lacombe Middle
(985) 882-5416 4-6
Patrick Woods
P. O. Box 787; 27527 St. Joseph St.
Lacombe, LA 70445

Bayou Woods Elementary
(985) 641-1901 K-3
(Mrs.) Linda Bankston
35614 Liberty Dr.
Slidell, LA 70460

Bonne Ecole Elementary
(985) 643-0674 K-6
Dr. April S. Owens
900 Rue Verand
Slidell, LA 70458

Boyet Junior High
(985) 643-3775 7-8
Mitchell Stubbs
59295 Rebel Dr.
Slidell, LA 70461

Brock Elementary
(985) 643-5166 K-5
(Mrs.) Rose Smith
259 Brakefield
Slidell, LA 70458

Carolyn Park Middle
(985) 643-8593 4-6
Anthony Esposito
35708 Liberty Dr.
Slidell, LA 70460

Chahta-Ima Elementary
(985) 882-7541 K-3
(Mrs.) Casey Gleason
P. O. Box 806; 27488 Pichon Road
Lacombe, LA 70445

Clearwood Junior High
(985) 641-8200 4-8
Alan R. Bennett
130 Clearwood Dr.
Slidell, LA 70458

Covington Elementary
(985) 892-4311 K-3
(Mrs.) Martha M. Romo
325 S. Jackson St.
Covington, LA 70433

Covington High
(985) 892-3422 9-12
(Mrs.) Deborah McCollum
73030 Lion Dr.
Covington, LA 70433

Covington Pathways
(985) 898-3314 Special
(Mrs.) Nina Tyner Ungraded
801 N. Tyler St.
Covington, LA 70433

Creekside Junior High
(985) 863-5882 6-8
(Ms.) Lisa Virga
65434 Highway 41
Pearl River, LA 70452

Cypress Cove Elementary
(985) 641-3033 K-1
(Mrs.) Lisa Dial
540 S. Military Road
Slidell, LA 70461

Fifth Ward Junior High
(985) 886-3273 K-8
James Smith
81419 Highway 21
Bush, LA 70431

Florida Avenue Elementary
(985) 643-1605 K-6
(Mrs.) Ramona Carlin
342 Florida Ave.
Slidell, LA 70458

Folsom Elementary
(985) 796-3820 K-5
(Mrs.) Lesa Bodnar
82144 Highway 25
Folsom, LA 70437

Folsom Junior High
(985) 796-3724 6-8
(Mrs.) Sharon Garrett
83055 Hay Hollow Road
Folsom, LA 70437

Fontainebleau High
(985) 892-7112 9-12
Johnny Vitrano
100 Bulldog Dr.
Mandeville, LA 70471

Fontainebleau Junior High
(985) 875-7501 7-8
Dr. Timothy Schneider
100 Hurricane Alley
Mandeville, LA 70471

Honey Island Elementary
(985) 641-3557 2-3
(Mrs.) Mary Jane Smith
500 S. Military Road
Slidell, LA 70461

Lake Harbor Middle
(985) 674-4440 4-6
(Ms.) Susan Patin
1700 Viola St.
Mandeville, LA 70448

Lakeshore High School
(985) 624-5046 9-10
Brennan McCurley
26301 Hwy. 1088
Mandeville, LA 70448

Lee Road Junior High
(985) 892-3636 K-8
(Mrs.) Anna Bowie
79131 Highway 40; Lee Road
Covington, LA 70435

Little Oak Middle
(985) 641-6510 4-6
(Mrs.) Amy DiCarlo
59241 Rebel Dr.
Slidell, LA 70461

Little Pearl Elementary
(985) 863-5906 PreK-K
Dr. April Whitfield
63829 Hwy 11
Pearl River, LA 70452

Lyon Elementary
(985) 892-0869 K-3
(Mrs.) Jeanine Barnes
1615 N. Florida St.
Covington, LA 70433

Madisonville Elementary
(985) 845-3671 K-3
(Mrs.) Lauren R. Spencer
317 Hwy. 1077
Madisonville, LA 70447

Madisonville Junior High
(985) 845-3355 4-8
(Ms.) Fran Shea
P. O. Box 850; 106 Cedar St.
Madisonville, LA 70447

Magnolia Trace Elementary
(985) 626-8238 1-3
(Mrs.) Melanie Edwards
1405 Highway 1088
Mandeville, LA 70448

Mandeville Elementary
(985) 626-3950 K-3
(Ms.) Elizabeth Laine
519 Massena St.
Mandeville, LA 70448

Mandeville High
(985) 626-5225 9-12
Bruce Bundy
#1 Skipper Dr.
Mandeville, LA 70471

Mandeville Junior High
(985) 626-4428 7-8
(Mrs.) Mary Ann Cucchiara
639 Carondelet St.
Mandeville, LA 70448

Mandeville Middle
(985) 626-8778 4-6
(Mrs.) Kim Wood
2525 Soult St.
Mandeville, LA 70448

Marigny Elementary
(985) 674-3011
(Mrs.) Leslie Martin K-T1
1715 Viola St.
Mandeville, LA 70448

Monteleone Junior High
(985) 951-8088 7-8
(Ms.) Donna Addison
63000 Blue Marlin Dr.
Mandeville, LA 70448

Northshore High
(985) 649-6400 9-12
Dr. Michael Peterson
100 Panther Dr.
Slidell, LA 70461

Operation Jumpstart Alternative
(985) 727-1062 School 6-8
Daniel Thiel
23515 Highway 190, Building C-1
Mandeville, LA 70448

Operation Jumpstart Alternative
(985) 727-1062 School 9-12
Chris O'Regan
23515 Highway 190, Building C-1
Mandeville, LA 70448

Pearl River High
(985) 863-2591 9-12
Michael Winkler
39110 Rebel Lane
Pearl River, LA 70452

Pine View Middle
(985) 892-6204 4-6
(Mrs.) Janis Daviston
1200 West 27th Ave.
Covington, LA 70433

Pitcher Junior High
(985) 892-3021 7-8
(Mrs.) Roslyn Hanson
415 S. Jefferson Ave.
Covington, LA 70433

Pontchartrain Elementary
(985) 626-3748 K-3
(Mrs.) Kimberly Thomas
1500 W. Causeway Approach
Mandeville, LA 70471

Riverside Elementary
(985) 863-3141 1-5
(Mrs.) Mary Lou Jordan
38480 Sullivan Dr.
Pearl River, LA 70452

St. Tammany Junior High
(985) 643-1592 6-8
Vincent DiCarlo
701 Cleveland Ave.
Slidell, LA 70458

Salmen High
(985) 643-7359 9-12
(Mrs.) Terri Wortmann
300 Spartan Dr.
Slidell, LA 70458

Sixth Ward Elementary
(985) 863-7126 K-5
Dr. Mary Biernacki
72360 Highway 41
Pearl River, LA 70452

Slidell High
(985) 643-2992 9-12
William C. Percy, Jr.
#1 Tiger Dr.
Slidell, LA 70458

Slidell Junior High
(985) 641-5914 7-8
Patrick Mackin
333 Pennsylvania Ave.
Slidell, LA 70458

Slidell Pathways
(985) 641-5729 Special
(Mrs.) Jackie Landry Ungraded
38275 5th Ave.
Slidell, LA 70460

Tchefuncte Middle
(985) 626-7118 4-6
(Ms.) Laura Norsworthy
1530 W. Causeway Approach
Mandeville, LA 70471

Whispering Forest Elementary
(985) 641-3400 K-3
Eric Sacks
300 Spiehler Road
Slidell, LA 70458

Woodlake Elementary
(985) 626-8842 K-3
Dr. Jean Krieger
1620 Livingston St.
Mandeville, LA 70448

Community Elements

Churches
Living Word Assembly
26214 US 190
Lacombe, LA 70445

First Baptist
27351 U.S. 190
Lacombe, LA 70445

Village Church – Lutheran
29180 U.S. 190
Lacombe, LA 70445

Peace Evangelical Lutheran Church
1320 Gause Blvd. West
Slidell, LA 70458

Destiny Prayer Center
1950 Gause Blvd.
Slidell, LA 70458

Schools
Bayou Lacombe Middle
P.O. Box 787
Lacombe, LA 70445

Chahta-Ima Elementary
P.O. Box 806
Lacombe, LA 70445

Monteleone Junior High
63000 Blue Marlin Drive
Mandeville, LA 70448

Operation Jumpstart
23515 Hwy. 190
Mandeville, LA 70448

Fire Stations
St. Tammany Parish Fire
24301 U.S. 190
Mandeville, LA 70448

Lacombe Fire Dept.
29278 U.S. 190
Lacombe, LA 70445

Library
Lacombe Branch Library
28027 U.S. 190
Lacombe, LA 70445

Post Office
U.S. Post Office
27367 U.S. 190
Lacombe, LA 70445

U.S. Post Office
1897 Gause Blvd. West
Slidell, LA 70458

Hospitals
Southeast Louisiana Hospital
23515 Hwy 190
PO Box 3850
Mandeville, LA 70470-3850

Nursing Homes
Lacombe Nursing Center
28119 U.S. 190
Lacombe, LA 70445

Water Wells
R.K. Water Well Drilling, Inc.
61141 Antonia Street
Lacombe, LA 70445

Demco
30172 U.S. 190
Lacombe, LA 70445

Ground Source Technology
60300 South Mill Road
Lacombe, LA 70445

Registered Water Wells

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

Select Wells

Registered Water Wells

Public Works & Water Resources Division
Water Resources Section

St. Tammany Parish
Township 08S Range 12E
(Sorted by Section & Owners Name)

Section	Owner Name	DOTD Well #	Owner Well #	Driller's Name	Well Depth (ft)	Well Use	Casing Size (in)	Drill Date	Water Level (ft)	W.L. Date Measured	Geologic Unit	Latitude	Longitude	Avail Info
.	ST REC DIST #1	-1121	NEW	GRINER	300	PUBLIC SUPPLY	10X6	10/98	14	03/09/99	112GZNO	302110	900122	EDM B W
004	ACOSTA, FRANK	12785Z		H - D	450	DOMESTIC	2	06/98	21	06/25/98	112PNCLU	302246	900030	D W
004	JENKINS, DONNIE	13122Z		GILL (JACK)	190	DOMESTIC	2	02/99	22	02/18/99	112UPTC	302241	900022	D W
005	ARMOULT, S	18400Z		GILL (JACK)	360	DOMESTIC	4X2	07/04	22	07/06/04	00000000	302301	900037	D W
005	ARNOULT, S	18356Z		UNKNOWN	600	PLUGGED	1.50	.			00000000	302301	900037	
005	B & B CONTRACT	12346Z	LOT #10C	GILL (JACK)	170	DOMESTIC	2	04/98	15	04/13/98	112UPTC	302302	900031	D W
005	C P ENTERPRISES	16607Z	LOT #5	GILL (JACK)	280	DOMESTIC	4X2	11/02	20	11/12/02	00000000	302257	900028	D W
005	CAMPBELL, DON	16417Z		UNKNOWN	200	PLUGGED	2	.			00000000	302307	900039	
005	CAMPBELL, DON	16418Z		RK WATER WELL	380	DOMESTIC	4X2	10/02	19	10/10/02	00000000	302307	900039	D W
005	CAZABON, JUAN	13320Z		GILL (JACK)	245	DOMESTIC	4X2	04/99	20	04/28/99	112UPTC	302257	900030	D W
005	CENT, DAVID SEL	-5885Z		H - D	240	DOMESTIC	2	12/86	18	12/05/86	112UPTC	302256	900039	D W

005	CHURCH, DAVID	14188Z		GILL (JACK)	230	DOMESTIC	4	03/00	20	03/29/00	112UPTC	302302	900031	D W
005	DARGIS, GEORGE	19492Z	LOTS 10-11	CHABRECK	420	DOMESTIC	2	04/06	25	04/06/06	00000000	302250	900027	D B W
005	FRECHAE, WALLY	-6968Z		WATER WORKS	410	DOMESTIC	4X2	06/90	20	06/06/90	112PNCLU	302300	900036	D W
005	FRECHOU, LEOLA	-5935Z		COOPER'S (C)	240	DOMESTIC	2	05/87	18	05/10/87	112UPTC	302247	900035	D W
005	GATES, LEOLA	19184Z		CHABRECK	440	DOMESTIC	2	12/05	20	12/23/05	00000000	302249	900036	D B W
005	GEORGE, STEVE	10686Z		WATER WORKS	400	DOMESTIC	4X2	07/96	10	07/12/96	112PNCLU	302305	900037	D W
005	HEBBLER, LOUIE	-8005Z		WATER WORKS	420	DOMESTIC	4X2	08/92	25	08/11/92	112PNCLU	302305	900036	D W
005	HERNANDEZ, LES	15744Z		GILL (JACK)	460	DOMESTIC	4X2	10/01	30	10/10/01	112PNCLU	302313	900027	D W
005	INTEGRITY BLDRS	11939Z		GILL (JACK)	220	DOMESTIC	2	11/97	22	11/24/97	112UPTC	302304	900044	D W
005	INTEGRITY BLDRS	12358Z	LOT #10	GILL (JACK)	220	DOMESTIC	2	03/98	18	03/17/98	112UPTC	302301	900043	D W
005	JACOBS, MIKE	-7081Z		CHABRECK	415	DOMESTIC	2	08/90	19	08/21/90	112PNCLU	302303	900039	D W
005	JENKINS, DONNIE	10115Z		GILL (JACK)	255	DOMESTIC	2	07/95	20	07/07/95	112UPTC	302311	900113	D W
005	JENKINS, DONNIE	11035Z		GILL (JACK)	230	DOMESTIC	4X2	06/96	22	06/03/96	112UPTC	302310	900115	D W
005	KEITH KELLY CON	13539Z		CHABRECK	545	DOMESTIC	2	09/99	24	09/08/99	112PNCLU	302304	900050	D W
005	KELLER, MIKE	12784Z		H - D	340	DOMESTIC	2	07/98	15	07/24/98	112PNCLU	302312	900115	D W
005	LADDIN, BUDDY	15930Z		WATER WORKS	420	DOMESTIC	4X2	04/02	17	04/02/02	112PNCLU	302301	900027	D W
005	LANDRY, JO	18440Z		GILL (JACK)	230	DOMESTIC	2	08/04	20	08/20/04	00000000	302247	900038	D W
005	MALLOY, MIKE	19566Z		CHABRECK	440	DOMESTIC	4X2	05/06	26	05/12/06	00000000	302306	900043	D B W
005	MENTEL, GEORGE	-5616Z		COOPER'S (C)	405	DOMESTIC	4X2	06/86	17	06/23/86	112PNCLU	302301	900052	D W
005	MOODY, WILLIE	15515Z		WATER WORKS	380	DOMESTIC	4X2	11/01	5	11/23/01	112PNCLU	302305	900037	D W
005	NORMAND,	10887Z		WATER	400	DOMESTIC	4X2	10/96	15	10/17/96	112PNCLU	302255	900037	D W

	DANIEL			WORKS											
005	NORMAND, DANIEL	10896Z		UNKNOWN	240	PLUGGED	1.25	.			112UPTC	302256	900036		
005	NORMAND, NELSON	10262Z		UNKNOWN	.	INACTIVE	2	.			11111111	302259	900035		
005	NORMAND, NELSON	-9147Z		WATER WORKS	390	DOMESTIC	2	06/94	2	06/28/94	112PNCLU	302257	900035	D W	
005	PANZEKA, G	-5336Z		H - D	260	DOMESTIC	2	04/85	18	04/16/85	112UPTC	302305	900044	W	
005	PUFAL, MATT	19761Z		CHABRECK	440	DOMESTIC	4X2	07/06	26	07/26/06	00000000	302300	900026	D B W	
005	RIECKE, KAREN	12037Z		DOMESTIC	240	DOMESTIC	2	12/97	22	12/21/97	112UPTC	302251	900039	D W	
005	RIVERSIDE HOMES	14983Z		WATER WORKS	240	DOMESTIC	4X2	03/01	10	03/15/01	112UPTC	302729	900559	D W	
005	SICARD, JOSEPH	14798Z		GILL (JACK)	460	DOMESTIC	4X2	08/00	30	08/10/00	112PNCLU	302306	900040	D W	
005	SMITH, CHARLES	-6765Z		WATER WORKS	400	DOMESTIC	2	08/89			112PNCLU	302259	900027	D	
005	SWARTZ, SAM	-6073Z		COOPER'S (C)	240	DOMESTIC	2	09/87	19	09/01/87	112UPTC	302250	900035	D W	
005	TORTORICH, ELIZ	14981Z		GILL (JACK)	1060	PUBLIC SUPPLY	4	09/00	+1.5	09/14/00	121PNCLL	302301	900125	D W	
005	TORTORICH, ELIZ	-7595Z	01	GILL (JACK)	240	DOMESTIC	2	06/91	18	06/26/91	112UPTC	302301	900125	D W	
005	WALKER, KENNETH	11042Z		UNKNOWN	255	PLUGGED	2	07/95			112UPTC	302310	900117		
005	WALKER, KENNETH	11043Z		GILL (JACK)	260	DOMESTIC	4X2	06/96	22	06/04/96	112UPTC	302310	900117	D W	
005	WESTBROOK, W	15881Z		GILL (JACK)	463	DOMESTIC	4X2	02/02	25	02/25/02	112PNCLU	302306	900029	D W	
005	YAR CONST.	20718Z		CHABRECK	460	DOMESTIC	4X 2	08/07	24	08/01/07	00000000	302311	900033	D W	
005	YAR CONSTR	13221Z		GILL (JACK)	210	DOMESTIC	2	03/99	22	03/02/99	112UPTC	302258	900028	D W	
006	AFFORDABLE HOME	18406Z	LOT 2-4	GILL (JACK)	230	DOMESTIC	2	09/04	20	09/28/04	00000000	302304	900209	D B W	
006	AFFORDABLE HOME	18408Z	LOT #10	GILL (JACK)	230	DOMESTIC	2	09/04	20	09/28/04	00000000	302304	900212	D W	
006	AFFORDABLE HOME	18410Z	LOT #6-8	GILL (JACK)	230	DOMESTIC	2	09/04	20	09/27/04	00000000	302304	900210	D B W	

006	AFFORDABLE HOME	18492Z	LOT #1-3	GILL (JACK)	220	DOMESTIC	2	12/04	20	12/16/04	00000000	302304	900201	D W
006	AFFORDABLE HOME	18495Z	LOT #5-7	GILL (JACK)	200	DOMESTIC	2	12/04	20	12/08/04	00000000	302304	900209	D W
006	AFFORDABLE HOME	18496Z	LOT #9-11	GILL (JACK)	200	DOMESTIC	2	12/04	20	12/09/04	00000000	302304	900208	D W
006	AFFORDABLE HOME	18531Z	LOT 15	GILL (JACK)	230	DOMESTIC	2	01/05	15	01/17/05	00000000	302304	900207	D W
006	AFFORDABLE HOME	18532Z	LOT 14-16	GILL (JACK)	220	DOMESTIC	2	01/05	15	01/18/05	00000000	302304	900209	D W
006	AFFORDABLE HOME	18534Z	LOT 18-20	GILL (JACK)	230	DOMESTIC	2	01/05	15	01/19/05	00000000	302304	900209	D W
006	AFFORDABLE HOME	18544Z	LOT 13	GILL (JACK)	220	DOMESTIC	2	01/05	15	01/10/05	00000000	302304	900211	D W
006	AFFORDABLE HOME	19113Z	LOT 17-A	GILL (JACK)	220	DOMESTIC	2	04/05	15	04/06/05	00000000	302305	900208	D W
006	AMER DREAM HOME	15094Z		RK WATER WELL	240	DOMESTIC	2	04/01	16	04/24/01	112UPTC	302312	900206	D W
006	AUTIN, JUDE	11145Z		GILL (JACK)	240	DOMESTIC	2	11/96	22	11/20/96	112UPTC	302302	900158	D W
006	BETTER HOMES	16718Z	LOT 27-29	GILL (JACK)	220	DOMESTIC	2	02/03	22	02/19/03	00000000	302305	900202	D W
006	BETTER HOMES	17742Z	LOT 21-A	GILL (JACK)	270	DOMESTIC	2	11/03	25	11/17/03	00000000	302305	900221	D W
006	BETTER HOMES	17961Z	LOT 1-3	GILL (JACK)	230	DOMESTIC	2	04/04	25	04/12/04	00000000	302309	900206	D W
006	BETTER HOMES	20089Z		GILL (JACK)	240	DOMESTIC	2	04/06	18	04/18/06	00000000	302310	900213	D W
006	BETTER HOMES	20163Z		GILL (JACK)	225	DOMESTIC	2	10/06	20	10/11/06	00000000	302310	900214	D W
006	BETTER HOMES	20167Z	LOT 22	GILL (JACK)	240	DOMESTIC	2	10/06	20	10/18/06	00000000	302309	900223	D W
006	BETTER HOMES	20357Z	LOT #25	GILL (JACK)	225	DOMESTIC	2	01/07	20	01/11/07	00000000	302310	900215	D W
006	BO BUILDERS	20003Z	06-712	GILL (JACK)	220	DOMESTIC	2	09/06	30	09/26/06	00000000	302309	900222	D W
006	BO BUILDERS	20004Z	06-711	GILL (JACK)	220	DOMESTIC	2	09/06	30	09/26/06	00000000	302309	900221	D W
006	BOYD, MICHAEL	16535Z		CHABRECK	550	DOMESTIC	2	02/03	18	02/13/03	00000000	302307	900213	D W

006	BRASWELL LLC	21314Z		RK WATER WELL	240	DOMESTIC	2	06/08	19	06/20/08	00000000	302301	900202	D W
006	BRASWELL LLC	21315Z		RK WATER WELL	240	DOMESTIC	2	06/08	19	06/18/08	00000000	302301	900203	D W
006	BRIAN BROWN CON	13010Z		GILL (JACK)	180	DOMESTIC	2	08/98	12	08/31/98	112UPTC	302258	900132	D W
006	BRIAN BROWN CON	14062Z	LOT #19-21	GILL (JACK)	240	DOMESTIC	2	10/99	30	10/07/99	112UPTC	302312	900214	D W
006	BRIAN BROWN CON	14063Z		GILL (JACK)	240	DOMESTIC	2	10/99	30	10/08/99	112UPTC	302312	900217	D W
006	BRIAN BROWN CON	14075Z	LOT# 15-17	GILL (JACK)	240	DOMESTIC	2	10/99	20	10/27/99	112UPTC	302312	900216	D W
006	BRIAN BROWN CON	14191Z	#26-28-30	GILL (JACK)	240	DOMESTIC	2	04/00	20	04/28/00	112UPTC	302312	900200	D W
006	BRIAN BROWN CON	14192Z	#24-26	GILL (JACK)	240	DOMESTIC	2	04/00	20	04/28/00	112UPTC	302312	900200	D W
006	BRIAN BROWN CON	14233Z	LOT #5-7	GILL (JACK)	240	DOMESTIC	2	06/00	25	06/21/00	112UPTC	302309	900204	D W
006	BRIAN BROWN CON	14241Z	LOT #23-25	GILL (JACK)	230	DOMESTIC	2	06/00	28	06/05/00	112UPTC	302309	900210	D W
006	CALLIOT, SHARON	21054Z		GILL (JACK)	220	DOMESTIC	2	11/07	20	11/08/07	00000000	302305	900200	D W
006	CHOPIN, CANDICE	15352Z		CHABRECK	400	DOMESTIC	4X2	07/01	20	07/12/01	112PNCLU	302305	900136	D W
006	CLARK, CARL	20380Z		STUCKEY'S	175	DOMESTIC	4X2	02/07	18	02/28/07	00000000	302311	900212	D W
006	CLARK, NEIL	21408Z		TANGI	245	DOMESTIC	2	06/08	25	06/25/08	00000000	302311	900212	D W
006	CLAYTON, DAVID	16814Z	K02-2206	MELTON'S	240	DOMESTIC	4X2	10/02	22	10/24/02	00000000	302305	900225	D W
006	COLONNADE HOMES	11266Z		GILL (JACK)	240	DOMESTIC	2	03/97	21	03/03/97	112UPTC	302304	900206	D W
006	COLONNADE HOMES	11267Z		GILL (JACK)	230	DOMESTIC	2	03/97	21	03/03/97	112UPTC	302305	900206	D W
006	COLONNADE HOMES	11700Z		GILL (JACK)	240	DOMESTIC	2	07/97	20	07/18/97	112UPTC	302307	900236	D W
006	COLONNADE HOMES	11703Z		GILL (JACK)	240	DOMESTIC	2	07/97	20	07/17/97	112UPTC	302303	900202	D W
006	COMMADELLE, M	-6341Z		SCHOULTZ	240	DOMESTIC	2	05/88	12	05/12/88	112UPTC	302309	900223	D W

006	CRETIN HOMES	17527Z	LOT #20-A	CHABRECK	200	DOMESTIC	2	03/04	25	03/23/04	00000000	302301	900201	D W
006	CRETIN HOMES	17528Z	LOT #17-A	CHABRECK	200	DOMESTIC	2	03/04	25	03/24/04	00000000	302301	900223	D W
006	CRETIN, CHRIS	18747Z		JENKINS	240	DOMESTIC	4	05/05	21	05/05/05	00000000	302302	900225	D W
006	CUSTOM HOMES	18450Z	LOT #20-22	GILL (JACK)	190	DOMESTIC	2	10/04	10	10/15/04	00000000	302301	900223	D W
006	CUSTOM QUALITY	17773Z		GILL (JACK)	190	DOMESTIC	2	03/04	25	03/19/04	00000000	302300	900200	D W
006	DAVIS, ELERY	-5620Z		COOPER'S (C)	228	DOMESTIC	2	08/86	19	08/01/86	112UPTC	302259	900151	D W
006	DONNELLY, LAURA	11286Z		GILL (JACK)	235	DOMESTIC	2	03/97	20	03/21/97	112UPTC	302309	900214	D W
006	ERA VENTURES	18654Z	LOT #5&7	CHABRECK	260	DOMESTIC	2	04/05	19	04/01/05	00000000	302310	900218	D W

[Next]

Available Information:
E - Geophysical Log
D - Driller's Log
M - Mechanical Analysis
Q - Quality of Water
P - Pumping Test
W - Water Level
B - Bacteriological Analysis

[Parish Codes] [Well Use Sub-Use Codes] [Explanation of Terms]

Select Wells

Registered Water Wells

Public Works & Water Resources Division
Water Resources Section

St. Tammany Parish
Township 08S Range 13E
(Sorted by Section & Owners Name)

Section	Owner Name	DOTD Well #	Owner Well #	Driller's Name	Well Depth (ft)	Well Use	Casing Size (in)	Drill Date	Water Level (ft)	W.L. Date Measured	Geologic Unit	Latitude	Longitude	Avail Info
002	BRUNT, RICHARD	-7516Z		H - D	340	DOMESTIC	2	05/85	6	05/04/85	112UPTC	301800	895128	W
002	HEUSTESS, BOB	-9965Z		CHABRECK	294	DOMESTIC	2	08/95	13	08/14/95	112UPTC	301801	895131	D W
002	HEUSTESS, BOB	-9966Z		CHABRECK	294	DOMESTIC	2	08/95	13	08/10/95	112UPTC	301801	895130	D W
002	MOAK, LETIA	-8597Z		H - D	340	DOMESTIC	2	09/93	6	09/21/93	112UPTC	301802	895131	D W
002	MUNACO, ANTONIN	-9603Z		CHABRECK	945	DOMESTIC	2	02/95	+10	02/04/95	121PNCLL	301805	895134	D W
002	PROFESSIONAL BL	16170Z	LOT #13	GILL (JACK)	208	DOMESTIC	4X2	05/02	15	05/03/02	00000000	301759	895124	D W
003	BERNS, STEVEN	21403Z		CHABRECK	300	DOMESTIC	4X2	09/08	15	09/11/08	00000000	302312	895255	D W
003	BURKES, CHRIS	19598Z		CHABRECK	300	DOMESTIC	2	04/06	18	04/12/06	00000000	302306	895250	D W
003	EZELL, LARRY	10780Z		CHABRECK	790	DOMESTIC	2	09/96	8	09/09/96	112PNCLU	302309	895301	D W
003	HOLLINGSWORTH	-8526Z		CHABRECK	315	DOMESTIC	2	08/93	10	08/12/93	112UPTC	301742	895300	D W
003	JORDAN,JONATHAN	20956Z		GILL (JACK)	180	DOMESTIC	2	08/07	20	08/09/07	00000000	302307	895257	D W
003	MILITELLO,VINCE	21083Z		CHABRECK	300	DOMESTIC	2	02/08	20	02/29/08	00000000	302303	895258	D W
003	PATTERSON, RON	15523Z		CHABRECK	806	DOMESTIC	2	12/01	7	12/10/01	112PNCLU	302248	895248	D W
003	ROSAS, ANDRE	-5888Z		H - D	300	DOMESTIC	2	08/86	12	08/15/86	112UPTC	302302	895249	D W
003	SAVOIE, MARK	18235Z		CHABRECK	300	DOMESTIC	2	01/05	18	01/11/05	00000000	302306	895257	D W
003	SAVOYE, MIKE	20327Z		CHABRECK	317	DOMESTIC	2	02/07	20	02/14/07	00000000	302314	895258	D W

004	HARDY, MARK	12096Z		CHABRECK	1680	DOMESTIC	3X2	02/98	30	02/23/98	120ABIT	302310	895415	D W
004	HARDY, MARK	21081Z		CHABRECK	730	DOMESTIC	4X2	02/08	0	02/27/08	00000000	302306	895418	D W
004	INPUT OUTPUT	17641Z		CHABRECK	520	PUBLIC SUPPLY	2	04/04	22	04/26/04	00000000	302252	895411	D B W
005	GORDON, GREG	15490Z		PENTON, BUD	525	DOMESTIC	2	10/01	10	10/20/01	112PNCLU	301739	895452	D W
005	MORAN, JOE	- 356		FIELDS LEWIS	841	DOMESTIC	2	1941			121PNCLL	302306	895425	
006	CULVERTS METAL	10578Z		ANTHON	130	AQUACULTURE	4	04/95			112UPTC	302132	895407	D
006	HOELZEL, CHRIS	11793Z		CHABRECK	800	DOMESTIC	2	10/97	5	10/15/97	112PNCLU	302229	895549	D W
006	HOELZEL, CLAUDE	10335Z		CHABRECK	820	DOMESTIC	2	01/96	3	01/12/96	112PNCLU	302230	895545	D W
006	HOEZELL, MIKE	-8525Z		CHABRECK	520	DOMESTIC	2	07/93	20	07/20/93	112PNCLU	302239	895541	D W
006	LEONARD, JIMMY	20337Z		CHABRECK	820	DOMESTIC	2	02/07	4	02/28/07	00000000	302236	895547	D W
006	REIMONENQ BUILD	20072Z		CHABRECK	809	DOMESTIC	2	11/06	2	11/09/06	00000000	302233	895544	D W
006	SCIPLE, JEFF	13672Z		CHABRECK	660	DOMESTIC	2	12/99	11	12/15/99	112PNCLU	302218	895544	D W
006	SOUTHERN NATURL	10006Z		CHABRECK	400	PLUGGED	2	1980			112UPTC	302202	895700	
006	SOUTHERN NATURL	-9623Z		UNKNOWN	850	PLUGGED	4	.			121PNCLL	302207	895603	
006	W H C, INC	16555Z		CHABRECK	820	PUBLIC SUPPLY	4X2	02/03	1	02/21/03	00000000	302211	895607	D W
006	WALDER, JANIS	12856Z		CHABRECK	840	DOMESTIC	2	02/99	5	02/12/99	121PNCLL	302232	895549	D W
007	DARET, EARL	-9891Z		CHABRECK	505	DOMESTIC	2	06/95	19	06/13/95	112PNCLU	302211	895538	D W
007	JOHNSON, THOMAS	21447Z		CHABRECK	840	DOMESTIC	4X2	10/08	FLOWING	10/20/08	00000000	302214	895552	D W
007	KING, ELAINE	10212Z		CHABRECK	420	DOMESTIC	2	10/95	19	10/12/95	112PNCLU	302132	895513	D W
007	KIVIAHO, EARL	-9858Z		UNKNOWN	180	PLUGGED	1.50	.			112UPTC	302221	895547	
007	KIVIAHO, EARL	-9859Z		ANTHON	810	DOMESTIC	2	06/95	3	06/05/95	112PNCLU	302221	895547	D W
007	MAVER, A J	-8595Z		HAJDU, FERENC	500	DOMESTIC	2	09/93	30	09/23/93	112PNCLU	302148	895613	D W
007	PALMER, JEFF	-8527Z		CHABRECK	500	DOMESTIC	2	07/93	20	07/27/93	112PNCLU	302210	895558	D W
007	PAULSEN, DWIGHT	17222Z		CHABRECK	190	IRRIGATION	4	12/03	18	12/10/03	00000000	302211	895533	D W
007	PAULSEN, DWIGHT	18998Z	LOT #2	CHABRECK	500	DOMESTIC	4X2	10/05	14	10/05/05	00000000	302214	895519	D W

007	PAULSEN, DWIGHT	19204Z	LOT #1	CHABRECK	530	DOMESTIC	4X2	01/06	13	01/05/06	00000000	302211	895522	D W
007	SMITH, MARK	-8188Z		CHABRECK	460	DOMESTIC	2	01/93	19	01/19/93	112PNCLU	302159	895613	D W
007	STALTER, BREWST	13921Z		CHABRECK	800	DOMESTIC	4X2	05/00	3	05/26/00	112PNCLU	302155	895606	D W
008	CASBORN, FRAN	11511Z		CHABRECK	400	DOMESTIC	2	05/97	20	05/20/97	112PNCLU	302220	895546	D W
008	DUCKWORTH, W	16190Z		CHABRECK	970	DOMESTIC	4X2	06/02	0	06/12/02	121PNCLL	302155	895518	D W
008	FOLGER COFFEE	17006Z		WATER WORKS	190	PUBLIC SUPPLY	4X2	07/03	10	07/14/03	00000000	302152	895420	D W
008	KRENTEL, STEVE	10428Z		CHABRECK	400	DOMESTIC	2	03/96	19	03/15/96	112PNCLU	302132	895517	D W
008	MCWILLIAMS CONT	21371Z		WATER WORKS	470	PUBLIC SUPPLY	4X2	07/08	20	07/30/08	00000000	302149	895453	D W
008	MENGE, BERTHEL	-9968Z		CHABRECK	980	DOMESTIC	2	07/95	-2	07/27/95	121PNCLL	302139	895514	D W
008	PAULSEN, DWIGHT	18999Z	LOT #3	CHABRECK	500	DOMESTIC	4X2	08/05	14	08/25/05	00000000	302218	895516	D W
008	PAULSEN, DWIGHT	21037Z		CHABRECK	400	DOMESTIC	4X2	01/08	13	01/23/08	00000000	302221	895509	D W
008	ST PARISH FIRE	18056Z		CHABRECK	390	PUBLIC SUPPLY	4X2	09/04	20	09/10/04	00000000	302132	895454	D W
008	WILLIAMS, RAY	13385Z		CHABRECK	440	DOMESTIC	2	06/99	20.5	06/18/99	112PNCLU	302204	895436	D W
009	SHEPPARD, BRIDG	20324Z		CHABRECK	360	DOMESTIC	2	02/07	22	02/13/07	00000000	302220	895417	D W
013	WEBB, ASHLEY	15448Z	LOT #29	CHABRECK	540	DOMESTIC	2	09/01	25	09/25/01	112PNCLU	302044	895652	D B W
015	LA FORESTRY COM	- 637		UNKNOWN	216	ABANDONED	2	.	10.19	11/20/68	112UPTC	302048	895232	W
016	BOUDIN, RICKY	12883Z		PENTON, BUD	355	DOMESTIC	2	10/98	21	10/18/98	112UPTC	302047	895337	D W
016	HARRIS, GORDON	20900Z		RK WATER WELL	440	DOMESTIC	4X2	04/07	19	04/25/07	00000000	302045	895402	D W
016	HARRIS, JOHN	20844Z		RK WATER WELL	440	DOMESTIC	4X2	06/07	19	06/28/07	00000000	302049	895357	D W
016	HARRIS, JORDAN	21301Z		RK WATER WELL	420	DOMESTIC	4X2	01/08	18	01/08/08	00000000	302044	895358	D W
016	HELMER, GEORGIA	15594Z		CHABRECK	462	DOMESTIC	2	01/02	21	01/24/02	112PNCLU	302050	895411	D W
016	HOLMES, WALTER	21296Z		RK WATER WELL	440	DOMESTIC	4X2	12/07	18	12/08/07	00000000	302047	895359	D W
016	SANNON, CHRIS	20851Z		RK WATER	420	DOMESTIC	4X2	07/07	19	07/20/07	00000000	302040	895358	D W

				WELL										
016	SPEER, SAM	-8071Z		CHABRECK	460	DOMESTIC	2	10/92	20	10/30/92	112PNCLU	302045	895407	D W
017	B G CONTRACTORS	17389Z		GILL (JACK)	400	PUBLIC SUPPLY	4X2	08/03	18	08/14/03	00000000	302123	895511	D W
017	BALL, JOEY	11426Z		PENTON, BUD	715	DOMESTIC	2	11/96	9	11/22/96	112PNCLU	302331	895334	D W
017	DONAHUE-FAVRET	15779Z		GILL (JACK)	390	PUBLIC SUPPLY	4	12/01	15	12/11/01	112PNCLU	302127	895458	D W
017	FRITO LAY CO	11814Z		GILL (JACK)	390	PUBLIC SUPPLY	4X2	09/97	23	09/12/97	112UPTC	302127	895516	D W
017	FRITO LAY CO	11815Z		GILL (JACK)	390	IRRIGATION	4	09/97	23	09/16/97	112UPTC	302126	895513	D W
017	HESSLER, JOHN	-8428Z		S & J	480	DOMESTIC	2	05/93	19	05/19/93	112PNCLU	302050	895511	D W
017	JOURNEY FELLOWS	20886Z		CHABRECK	600	PUBLIC SUPPLY	4X3	09/07	20	09/28/07	00000000	302044	895421	D W
017	K & B HOME BLDR	18924Z	LOT #19	CHABRECK	300	DOMESTIC	2	07/05	17	07/27/05	00000000	301815	895303	D W
017	LANDRY, THOMAS	18019Z		WATER WORKS	445	DOMESTIC	4X2	08/04	30	08/12/04	00000000	302039	895510	D W
017	MCKEE, ROBERT	-9022Z		CHABRECK	508	DOMESTIC	2	10/94	18	10/31/94	112PNCLU	302108	895532	D W
017	MCMATH CONSTR	14374Z	CONCRET CO	CHABRECK	430	PUBLIC SUPPLY	4X2	06/00	18	06/12/00	112PNCLU	302119	895515	D W
017	MCMATH CONSTR	16445Z		CHABRECK	440	PUBLIC SUPPLY	4X2	12/02	21	12/16/02	00000000	302117	895512	D W
017	N INSTITUTE MOS	18610Z		GILL (JACK)	270	PUBLIC SUPPLY	4X2	04/05	10	04/25/05	00000000	302114	895503	D W
017	NATIONS RENTS	11408Z		CHABRECK	440	PUBLIC SUPPLY	4X3	05/97	20	05/23/97	112PNCLU	302122	895509	D W
017	NORTHLAKE ENGRS	17117Z		WATER WORKS	380	PUBLIC SUPPLY	4X2	10/03	5	10/22/03	00000000	302129	895517	D W
017	PATTEN'S METAL	20914Z		CHABRECK	420	PUBLIC SUPPLY	4X2	11/07	21	11/06/07	00000000	302125	895504	D W
017	ROZAS, BLAINE S	-7304Z		UNKNOWN	480	DOMESTIC	2	08/83			112PNCLU	302043	895515	
017	SE LA WTR & SEW	-1152	MEDCATH #1	LAYNE (BR)	1845	PUBLIC SUPPLY	10	12/02	42	11/12/02	00000000	302126	895451	EDMQ PW
017	SEAREX, INC	12508Z	SEAREX	WATER WORKS	415	PUBLIC SUPPLY	4X2	07/98	20	07/23/98	112PNCLU	302121	895513	D W
017	WARD LUMBER CO	- 841	1	CHABRECK	300	PUBLIC SUPPLY	2	05/85	18	05/10/85	112UPTC	302125	895509	D W

018	AUGUSTINE, EVEL	21298Z		RK WATER WELL	340	DOMESTIC	2	02/08	20	02/10/08	00000000	302104	895620	D W
018	BOURGEOIS, WALT	-8602Z		UNKNOWN	334	INACTIVE	2	1973			112UPTC	302040	895525	
018	BOURGEOIS, WALT	-8620Z		CHABRECK	336	DOMESTIC	4X2	09/93	22	09/22/93	112UPTC	302040	895525	D W
018	CHABRECK, JOHN	- 354		KING JOHN	900	ABANDONED	2.50	1941	0.93	00/00/41	121PNCLL	302047	895534	W
018	FIDELITY HOMES	15165Z		CHABRECK	480	DOMESTIC	4X2	06/01	22	06/07/01	112PNCLU	302041	895519	D W
018	GRAFF, JOHN	19750Z		CHABRECK	480	DOMESTIC	4X2	07/06	24	07/12/06	00000000	302040	895525	D W
018	HABITAT	20332Z		CHABRECK	335	DOMESTIC	2	02/07	22	02/21/07	00000000	302105	895617	D W
018	JONES, CAPT	- 355		KING JOHN	860	DOMESTIC	2.50	1936			121PNCLL	302123	895524	
018	LAYNE CHRISTENS	16178Z		WATER WORKS	140	RIG SUPPLY	4	06/02	17	06/17/02	112UPTC	302106	895519	D W
018	MONTERA, ROGER	-7432Z		CHABRECK	440	DOMESTIC	2	04/91	19	04/23/91	112PNCLU	302127	895521	D W
018	MOUSTOURAS, NIC	-8626Z		CHABRECK	450	DOMESTIC	4X2	09/93	19	09/29/93	112PNCLU	302121	895609	D W
018	SMITH, ROY	17904Z		CHABRECK	460	DOMESTIC	4X2	08/04	25	08/06/04	00000000	302047	895512	D B W
018	TAYLOR, RICHARD	16104Z	#1	UNKNOWN	195	PLUGGED	1.50	.			00000000	302048	895522	
018	TAYLOR, RICHARD	16105Z	#2	ANTHON	535	DOMESTIC	4X2	05/02	12	05/10/02	00000000	302048	895522	D W
018	VILLEMARETTE, J	-7333Z		UNKNOWN	870	DOMESTIC		1977			121PNCLL	302039	895520	

[Next]

Available Information:
E - Geophysical Log
D - Driller's Log
M - Mechanical Analysis
Q - Quality of Water
P - Pumping Test
W - Water Level
B - Bacteriological Analysis

[Parish Codes] [Well Use Sub-Use Codes] [Explanation of Terms]

Select Wells

Registered Water Wells

Public Works & Water Resources Division
Water Resources Section

St. Tammany Parish
Township 08S Range 14E
(Sorted by Section & Owners Name)

Section	Owner Name	DOTD Well #	Owner Well #	Driller's Name	Well Depth (ft)	Well Use	Casing Size (in)	Drill Date	Water Level (ft)	W.L. Date Measured	Geologic Unit	Latitude	Longitude	Avail Info
001	ALABAMA G S RR	21609Z	MW #20	LAYNE	35	MONITOR	2	04/09	18	04/12/09	00000000	302234	894424	D W
001	ALABAMA G S RR	21610Z	MW #21	LAYNE	93	MONITOR	2	04/09	18	04/12/09	00000000	302234	894424	D W
001	ALABAMA G S RR	-7734Z	MW-6	SOUTHWESTERN	23	MONITOR	4	08/91	13.79	08/26/91	112UPTC	302240	894428	D W
001	ALABAMA G S RR	-8324Z	MW-8	CCI	21	MONITOR	2	03/93	13.04	04/05/93	112UPTC	302238	894422	D W
001	ALABAMA G S RR	-8325Z	MW-9	CUSTOM CORING	24	MONITOR	2	03/93	13.14	04/05/93	112SESC	302237	894427	D W
001	ALABAMA G S RR	-8326Z	MW-10	CUSTOM CORING	53	MONITOR	2	03/93	13.12	04/05/93	112SESC	302237	894427	D W
001	ALABAMA G S RR	-8327Z	MW-11	CUSTOM CORING	57	MONITOR	2	04/93	13.14	04/05/93	112SESC	302240	894425	D W
001	GLEN HOLLEY CON	10918Z		H - D	520	DOMESTIC	2	10/96	12	10/18/96	112PNCLU	302226	894454	D W
001	PEARL RIV METH	- 864	CHURCH	PENTON (WALTER)	386	PUBLIC SUPPLY	2	10/85	8	10/21/85	112PNCLU	302237	894451	D W
001	PEARL RIVER, LA	- 968	SEWAGE TP	ANTHON	776	PUBLIC SUPPLY	2X2	07/88	2	07/12/88	121PNCLL	302249	894433	D W
002	BARBER, KELLEY	18027Z		CHABRECK	650	DOMESTIC	4X2	09/04	4	09/02/04	00000000	302307	894613	D W
002	COMBS, EMILY	-6564Z		PENTON (WALTER)	415	DOMESTIC	2	02/89	16	02/22/89	112PNCLU	302223	894536	D W
002	CORNOR, MIKE	-6017Z		CHABRECK	400	DOMESTIC	2	08/87	17	08/17/87	112PNCLU	302223	894541	D W

002	EASLINGER, D	16877Z	#1	ANTHON	420	DOMESTIC	2	06/03	15	06/19/03	00000000	302239	894546	D W
002	GARDEN SPOT	12499Z		WATER WORKS	250	PLUGGED	4X2	07/98	20	07/10/98	112UPTC	301744	894550	D W
002	GARDEN SPOT	12511Z		WATER WORKS	240	IRRIGATION	4X2	07/98	20	07/20/98	112UPTC	301744	894550	D W
002	HAMMONS, DAVEY	19180Z		CHABRECK	385	DOMESTIC	2	01/06	16	01/05/06	00000000	302305	894547	D B W
002	HOLLEY, DILLION	-6756Z		PENTON, BUD	40	DOMESTIC	4	09/89	9	09/01/89	112UPTC	302310	894556	D W
002	HOLLEY, DILLON	10528Z		PENTON (WALTER)	397	DOMESTIC	2	03/96	16	03/29/96	112PNCLU	302311	894553	D W
002	HOLLEY, DILLON	-8369Z		PENTON, BUD	388	DOMESTIC	2	05/93	14	05/17/93	112PNCLU	302309	894557	D W
002	HOLLY, D G	-7879Z		PENTON, BUD	430	DOMESTIC	2	06/92	15	06/15/92	112PNCLU	302259	894601	D W
002	JONES, CHARLES	10003Z		DOMESTIC	360	DOMESTIC	2	07/95	10	07/18/95	112PNCLU	302237	894616	D W
002	JONES, RUSSELL	19052Z		CHABRECK	420	DOMESTIC	4X2	10/05	10	10/22/05	00000000	302249	894602	D W
002	KELLER	- 412		UNKNOWN	.	DOMESTIC	2	.			112UPTC	302252	894636	
002	KELLER, L	- 410		FIELDS LEWIS	310	DOMESTIC	2	.			112PNCLU	302308	894556	
002	MCDANIEL, JUDY	10972Z		PENTON (WALTER)	400	DOMESTIC	2	01/97	17	01/17/97	112PNCLU	302305	894557	D W
002	OUDER, MICHAEL	15944Z		CHABRECK	400	DOMESTIC	2	05/02	18	05/03/02	112PNCLU	302312	894616	D W
002	SALLEY, DILLON	-1025		PENTON (WALTER)	40	IRRIGATION	4	09/89	11	09/01/89	112UPTC	302247	894626	D W
002	SCHWEHM, JERRY	-9525Z		CHABRECK	400	DOMESTIC	2	12/94	18	12/13/94	112PNCLU	302231	894607	D W
002	SEALS DEVELPMEN	20171Z	B2	CRESCENT	12	PLUGGED	4	10/06	7.29	10/26/06	00000000	301752	894538	D W
002	SEALS DEVELPMEN	20172Z	B3	CRESCENT	12	PLUGGED	4	10/06	7.40	10/26/06	00000000	301752	894538	D W
002	SEALS DEVELPMEN	20173Z	B5	CRESCENT	12	PLUGGED	4	10/06	6.00	10/26/06	00000000	301752	894537	D W
002	SLIDELL, LA	10734Z		UNKNOWN	376	PLUGGED	2	.			112PNCLU	301735	894604	
002	SLIDELL, LA	10735Z		UNKNOWN	815	PLUGGED	2	.			121PNCLL	301732	894607	
002	SMITH, KATHY	-7387Z		UNKNOWN	400	DOMESTIC	2	04/70			112PNCLU	302238	894546	
002	SPIERS, J C	13463Z	99-349	PENTON (WALTER)	423	DOMESTIC	2	07/99	17	07/02/99	112PNCLU	302238	894605	D W
002	SPIERS, RANDY	10741Z		DOMESTIC	380	DOMESTIC	2	07/96	18	07/10/96	112PNCLU	302235	894550	D W
002	VOSLOH, KARL	-6625Z		CHABRECK	410	DOMESTIC	2	05/86	14	05/16/89	112PNCLU	302222	894555	D W
002	WATKINS, GARREY	20859Z		CHABRECK	400	DOMESTIC	2	09/07	20	09/17/07	00000000	302231	894605	D W
	ALBRIGHT MFD													

003	HO	17074Z		CHABRECK	425	DOMESTIC	2	09/03	16	09/17/03	00000000	302232	894643	D W
003	ANDERSON,GINGER	20921Z		CHABRECK	420	DOMESTIC	2	11/07	15	11/13/07	00000000	302224	894634	D W
003	ARMITAGE, DENNI	21334Z		CHABRECK	400	DOMESTIC	4X2	07/08	12	07/21/08	00000000	302313	894624	D W
003	ARMITAGE, JASON	21333Z		CHABRECK	400	DOMESTIC	2	07/08	17	07/22/08	00000000	302313	894625	D W
003	BAUDIER, BOB	14522Z		CHABRECK	675	DOMESTIC	2	08/00	14	08/29/00	112PNCLU	302235	894647	D W
003	BEHRENS, TONY	15090Z		WATER WORKS	410	DOMESTIC	4X2	05/01	12	05/09/01	112PNCLU	302256	894656	D W
003	BELLINGER, TOM	11583Z		DOMESTIC	300	DOMESTIC	2	10/96	15	10/21/96	112PNCLU	302245	894653	D W
003	BERGER, MICHAEL	-6717Z		CHABRECK	420	DOMESTIC	2	07/89	10	07/14/89	112PNCLU	302250	894653	D W
003	BOLIAN, JIM	15275Z		GILL (JACK)	425	DOMESTIC	2	04/01	18	04/09/01	112PNCLU	302222	894630	D W
003	BOYET, JUNE	- 32		FIELDS LEWIS	571	STOCK	2	05/41			112PNCLU	302236	894711	D Q
003	BRUDER, GEORGE	-5196Z		ANTHON, M. C.	695	DOMESTIC	2	07/85	8	07/30/85	121PNCLL	302221	894651	D W
003	CARLINO, TOM	11666Z		CHABRECK	662	DOMESTIC	2	08/97	8	08/21/97	112PNCLU	302248	894656	D W
003	CLEMENT, NEIL	11441Z		PENTON (WALTER)	420	DOMESTIC	2	03/97	18	03/15/97	112PNCLU	302258	894656	D W
003	COLLEY, DILLON	-5414Z		CHABRECK	400	DOMESTIC	2	02/86	14	02/28/86	112PNCLU	302310	894619	D W
003	CONAVEY, NANCY	-6316Z		ANTHON, M. C.	620	DOMESTIC	2	08/87	5	07/10/87	112PNCLU	302249	894641	D W
003	CRANE, CLYDE	15659Z		GILL (JACK)	417	DOMESTIC	2	09/01	18	09/27/01	112PNCLU	302222	894630	D W
003	CROW, ALTON	11753Z		CHABRECK	430	DOMESTIC	2	10/97	14	10/12/97	112PNCLU	302230	894647	D W
003	CROWE, ALTON	14659Z		CHABRECK	428	DOMESTIC	2	11/00	17.5	11/07/00	112PNCLU	302232	894645	D W
003	CROWE, DAMON	15591Z		CHABRECK	445	DOMESTIC	2	02/02	18	02/01/02	112PNCLU	302222	894631	D W
003	CROWE, DON	16279Z		CHABRECK	430	DOMESTIC	2	08/02	14	08/14/02	112PNCLU	302221	894622	D W
003	CROWE, RUSSEL	-8043Z		CHABRECK	420	DOMESTIC	2	10/92	15	10/12/92	112PNCLU	302221	894627	D W
003	DAVIS, HOLLIS	10027Z		PENTON, BUD	380	DOMESTIC	2	06/95	11	06/21/95	112PNCLU	302302	894633	D W
003	DAVIS, HOLLIS	-7807Z		PENTON, BUD	1798	DOMESTIC	3	04/92	FLOWING	04/27/92	120CVGN	302300	894634	D W
003	DAVIS, HOLLIS	-8217Z		UNKNOWN	400	PLUGGED	1.25	.			112PNCLU	302300	894634	
003	DEESE, JUDITH	16773Z		CHABRECK	428	DOMESTIC	2	05/03	14	05/08/03	00000000	302227	894631	D W
003	DENNIS, DON	10211Z		CHABRECK	575	DOMESTIC	2	11/95	14	11/01/95	112PNCLU	301700	894645	D W
003	DESOTO, TILLMAN	16653Z		GILL (JACK)	350	DOMESTIC	4X2	09/02	10	09/05/02	00000000	302241	894655	D W
003	DIXON, SANDRA	16840Z		CHABRECK	435	DOMESTIC	2	06/03	17	06/02/03	00000000	302224	894644	D W
003	DUDENHEFER, A	11784Z		PENTON (WALTER)	715	DOMESTIC	2	09/97	6	09/29/97	121PNCLL	302236	894652	D W

003	DUDENHEFFER, R	12156Z		PENTON, BUD	730	DOMESTIC	2	11/97	8	11/30/97	121PNCLL	302233	894654	D W
003	DUPLECHAIN, J	10773Z		CHABRECK	588	DOMESTIC	2	09/96	8	09/16/96	112PNCLU	301755	894647	D W
003	EASTERLING, KIM	18505Z		RK WATER WELL	260	DOMESTIC	2	11/04	14	11/18/04	00000000	302224	894633	D B W
003	EVERARD, HURLEY	10590Z		ANTHON	630	DOMESTIC	2	05/96	10	05/13/96	112PNCLU	301738	894641	D W
003	FALGOUT, KIM	13917Z	LOT #15	CHABRECK	706	DOMESTIC	2	06/00	8	06/02/00	121PNCLL	302237	894651	D W
003	FOGG, BARRY L	12473Z		PENTON (WALTER)	353	DOMESTIC	2	06/98	20	06/20/98	112PNCLU	302247	894645	D W
003	FOX, ED	15319Z		CHABRECK	680	DOMESTIC	2	07/01	10	07/03/01	112PNCLU	302229	894629	D W
003	GRANIER, HAROLD	-9863Z		PENTON (WALTER)	300	DOMESTIC	2	07/95	17	07/11/95	112PNCLU	302229	894624	D W
003	GUDIS, BOB	21445Z		CHABRECK	410	DOMESTIC	2	10/08	17	10/27/08	00000000	302312	894622	D W
003	GUTIERREZ, GEO	17734Z		GILL (JACK)	425	DOMESTIC	4X2	11/03	10	11/06/03	00000000	302232	894631	D W
003	HAAS, DIANE	10477Z		CHABRECK	425	DOMESTIC	2	05/96	17	05/28/96	112PNCLU	302238	894650	D W
003	HAIK, LARRY JR	14700Z	LOT #7	CHABRECK	580	DOMESTIC	2	11/00	8	11/02/00	112PNCLU	302233	894657	D W
003	HALL, BOB	18076Z	LOT #4	CHABRECK	688	DOMESTIC	2	10/04	10	10/05/04	00000000	302236	894648	D W
003	HAROLD, WILLIAM	18644Z		RK WATER WELL	260	DOMESTIC	2	02/05	14	02/10/05	00000000	302306	894647	D W
003	HERRIN, ED	12704Z		PENTON (WALTER)	705	DOMESTIC	2	08/98	7	08/21/98	121PNCLL	302236	894657	D W
003	HESTER, SAM	11336Z		PENTON, BUD	730	DOMESTIC	2	02/97	8	02/01/97	121PNCLL	302242	894641	D W
003	HOLLEY, DOUG	-6146Z		CHABRECK	390	DOMESTIC	2	12/87	14	12/01/87	112PNCLU	302311	894617	D W
003	HOOVER, PHIL	-6965Z		MID-SOUTH	340	DOMESTIC	4X2	02/92	5	02/19/92	112PNCLU	302225	894625	D W
003	INTEGRITY BLDRS	17737Z	LOT #11	GILL (JACK)	400	DOMESTIC	4X2	11/03	15	11/03/03	00000000	302212	894712	D W
003	JOHNSON, BRETT	13962Z		PENTON (WALTER)	725	DOMESTIC	2	06/00	10	06/11/00	121PNCLL	302235	894718	D W
003	JOHNSON, JERRY	-9769Z		PENTON, BUD	360	DOMESTIC	2	05/95	11	05/22/95	112PNCLU	302240	894617	D W
003	JONES, STEPHEN	13629Z		CHABRECK	700	DOMESTIC	2	10/99	9	10/19/99	121PNCLL	302231	894655	D W
003	JORDAN, SCOTT	-9446Z		PENTON, BUD	642	DOMESTIC	2	10/94	11	10/13/94	112PNCLU	302257	894650	D W
003	LESLEY, KENNETH	15510Z	LOT #1	CHABRECK	440	DOMESTIC	2	11/01	18	11/13/01	112PNCLU	302229	894648	D W
003	LEWELLEN, JOHN	16764Z		CHABRECK	420	DOMESTIC	2	04/03	15	04/25/03	00000000	302258	894649	D W
003	LIVINGSTON HOME	16774Z		CHABRECK	445	DOMESTIC	2	05/03	17.5	05/07/03	00000000	302222	894715	D W
003	LIVINGSTON HOME	16841Z		CHABRECK	440	DOMESTIC	2	05/03	17.50	05/23/03	00000000	302222	894717	D W

003	LIVINGSTON HOME	18984Z		CHABRECK	430	DOMESTIC	4X2	08/05	20	08/16/05	00000000	302224	894657	D W
003	LIVINGSTON HOME	19039Z		CHABRECK	422	DOMESTIC	2	11/05	19	11/10/05	00000000	302235	894706	D W
003	LIVINGSTON HOME	19427Z		CHABRECK	445	DOMESTIC	2	03/06	16	03/14/06	00000000	302222	894713	D B W
003	LIVINGSTON HOME	19428Z		CHABRECK	445	DOMESTIC	2	03/06	15	03/10/06	00000000	302222	894714	D B W
003	LIVINGSTON HOME	20225Z		CHABRECK	440	DOMESTIC	2	01/07	16	01/17/07	00000000	302223	894712	D W

[Next]

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E - Geophysical Log
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[Parish Codes] [Well Use Sub-Use Codes] [Explanation of Terms]

Select Wells

Registered Water Wells

Public Works & Water Resources Division
Water Resources Section

St. Tammany Parish
Township 09S Range 14E
(Sorted by Section & Owners Name)

Section	Owner Name	DOTD Well #	Owner Well #	Driller's Name	Well Depth (ft)	Well Use	Casing Size (in)	Drill Date	Water Level (ft)	W.L. Date Measured	Geologic Unit	Latitude	Longitude	Avail Info
.	POOLE MORTUARY	- 65		UNKNOWN	550	DOMESTIC	2	.	+4.90	05/22/42	112PNCLU	301621	894704	W
001	ADAMS, RONALD	-5393Z		CHABRECK	200	HEAT PUMP		02/86			11200NWM	301733	894423	D
001	CANNULET, F N	- 380		UNKNOWN	450	DOMESTIC	2	.	+5	11/19/42	112UPTC	301714	894502	W
001	DORR, ROSALIND	-5572Z		PENTON (WALTER)	650	DOMESTIC	2	06/86	6	06/13/86	112PNCLU	301715	894429	D W
001	ELEGANT HOMES	-5008Z		PENTON (WALTER)	1617	DOMESTIC	2	11/81			120ABIT	301708	894447	D
001	EVANS OIL	15548Z	MW-1	SINGLEY	15	MONITOR	4	10/01	5.7	10/23/01	112SESC	301705	894508	D W
001	EVANS OIL	15549Z	MW-2	SINGLEY	16	MONITOR	4	10/01	3.04	10/23/01	112SESC	301706	894508	D W
001	EVANS OIL	15550Z	MW-3	SINGLEY	15	MONITOR	4	10/01	4.2	10/23/01	112SESC	301706	894508	D W
001	EVANS OIL	15551Z	MW-4	SINGLEY	15	MONITOR	4	10/01	2.81	10/23/01	112SESC	301705	894507	D W
001	EVANS OIL	15552Z	MW-5	SINGLEY	15	MONITOR	4	10/01	2.01	10/23/01	112SESC	301706	894507	D W
001	FAUROT, G CO	- 824		ANTHON	135	IRRIGATION	4X2X2	12/84	15	12/13/84	112UPTC	301719	894443	D W
001	FIRST CH OF GOD	- 964		PENTON (WALTER)	550	PUBLIC SUPPLY	2	03/88	10	03/28/88	112PNCLU	301707	894421	D W
001	GONZALES, ALEX	-5610Z		PENTON (WALTER)	290	DOMESTIC	2	07/86	10	07/25/86	112UPTC	301719	894449	D W
001	GONZALES, ALEX	-6800Z		PENTON (WALTER)	.	OTHER		.			11111111	301723	894448	

001	KAUFFMAN, K B	12642Z		PENTON, BUD	640	PUBLIC SUPPLY	2	09/98	8	09/15/98	112PNCLU	301716	894427	D W
001	LA WTR SERVICES	- 804	LAKE VILLA	SUMMERS BROS	2213	PUBLIC SUPPLY	18X12X8	11/78			120SLDL	301757	894431	D
001	MANGIARACINA, C	16704Z		CHABRECK	575	DOMESTIC	2	04/03	8.50	04/04/03	00000000	301742	894427	D W
001	NATIONAL AUTO	12311Z	MW-1	JONES BROTHERS	15	PLUGGED	4	03/98	8.47	03/09/98	112SESC	301710	894502	D W
001	NATIONAL AUTO	12312Z	MW-2	JONES BROTHERS	15	PLUGGED	4	03/98	8.5	03/03/98	112SESC	301710	894502	D W
001	NATIONAL AUTO	12313Z	MW-3	JONES BROTHERS	18	PLUGGED	4	03/98	9.6	03/09/98	112SESC	301711	894502	D W
001	NATIONAL AUTO	12314Z	MW-4	JONES BROTHERS	15	PLUGGED	4	03/98	9.0	03/09/98	112SESC	301711	894501	D W
001	NATIONAL AUTO	12315Z	MW-5	JONES BROTHERS	18	PLUGGED	4	03/98	8.84	03/09/98	112SESC	301711	894501	D W
001	NORTHSHORE MED	- 927		CHABRECK	600	PUBLIC SUPPLY	4X2	07/87	12	07/24/87	112PNCLU	301717	894436	D W
001	OUTBACK STKHSE	-9429Z		UNKNOWN	625	PLUGGED	6	.			112PNCLU	301709	894451	
001	PARKS, KEN	-6028Z		PENTON (WALTER)	600	DOMESTIC	2	09/87	10	09/11/87	112PNCLU	301706	894425	D W
001	RACETRAC PETRO	- 783	2	ANTHON	650	PUBLIC SUPPLY	4X2.50X2	02/82	14.50	02/10/82	112PNCLU	301707	894450	D W
001	RACETRAC PETRO	-5009Z	1	UNKNOWN	325	PLUGGED		02/82			112UPTC	301707	894450	
001	RACETRAC PETRO	-6456Z		UNKNOWN	.	PLUGGED		.			11111111	301707	894450	
001	ROST, EMET	12220Z		PENTON, BUD	670	PUBLIC SUPPLY	2	03/98	6	03/15/98	112PNCLU	301718	894428	D W
001	ROST, EMET	12273Z		PENTON, BUD	670	PUBLIC SUPPLY	2	03/98	6	03/15/98	112PNCLU	301718	894428	D W
001	SLIDELL, LA	-1007	8	GRINER	2432	PUBLIC SUPPLY	16X12	06/88	+56	06/01/88	120SLDL	301709	894432	ED W
001	STAR ENTERPRISE	-8363Z	MW-14	GROUNDWATER/	12	PLUGGED	4	04/93	8	04/03/93	112SESC	301705	894514	D W
001	STAR ENTERPRISE	-8364Z	MW-12	GROUNDWATER/	15	PLUGGED	4	04/93	8	04/03/93	112SESC	301705	894514	D W
001	STAR ENTERPRISE	-8365Z	MW-13	GROUNDWATER/	15	PLUGGED	4	04/93	8	04/03/93	112SESC	301705	894514	D W

001	STOITE LAND CO	-5102Z	NORTH SHOR	ANTHON	270	PLUGGED	6X4	12/83	8	12/02/83	112UPTC	301713	894435	D W
001	UNOCAL	11994Z	MW-1	WALKER-HILL (CO)	15	PLUGGED	4	12/97	6	12/16/97	112SESC	301708	894501	D W
001	UNOCAL	11995Z	MW-2	WALKER-HILL (CO)	15	MONITOR	4	12/97	9	12/16/97	112SESC	301709	894502	D W
001	UNOCAL	11996Z	MW-3	WALKER-HILL (CO)	16	MONITOR	4	12/97	10	12/16/97	112SESC	301710	894501	D W
001	UNOCAL	-7356Z	MW-1	J.E.I.	20	MONITOR	4	02/91	6.02	03/14/91	112UPTC	301711	894459	D W
001	UNOCAL	-7357Z	MW-2	J.E.I.	20	MONITOR	4	02/91	6.35	03/14/91	112UPTC	301711	894459	D W
001	UNOCAL	-7358Z	MW-3	J.E.I.	20	MONITOR	4	02/91	7.21	03/14/91	112UPTC	301711	894459	D W
001	UNOCAL	-7359Z	MW-4	J.E.I.	20	MONITOR	4	02/91	6.27	03/14/91	112UPTC	301711	894459	D W
002	EHRHARDT,LEO	20714Z		CHABRECK	820	DOMESTIC	2	07/07	10	07/26/07	00000000	301736	894550	D W
002	EXXON CO USA	-6458Z	MW-3	PSI/PTL	14	PLUGGED	4	11/88	5.5	11/21/88	112SESC	301705	894617	D W
002	EXXON CO USA	-6459Z	MW-4	PSI/PTL	14	PLUGGED	4	11/88	5.5	11/21/88	112SESC	301705	894617	D W
002	EXXON CO USA	-6460Z	MW-5	PSI/PTL	14	PLUGGED	4	11/88	5.5	11/21/88	112SESC	301705	894617	D W
002	EXXON CO USA	-6461Z	MW-6	PSI/PTL	14	PLUGGED	4	11/88	5.5	11/21/88	112SESC	301705	894617	D W
002	EXXON CO USA	-7841Z	SP-7	PSI/PTL	13	PLUGGED	2	05/92	9.2	05/19/92	112SESC	301705	894617	D W
002	LABAUVE, M.J.	16763Z		CHABRECK	830	DOMESTIC	2	04/03	+4	04/15/03	00000000	301737	894545	D W
002	MOTIVA ENTERPRI	13972Z	MW-9	UNKNOWN	16	PLUGGED	4	.			112SESC	301705	894514	
002	MOTIVA ENTERPRI	13973Z	MW-10	UNKNOWN	16	PLUGGED	4	.			112SESC	301705	894514	
002	MOTIVA ENTERPRI	13974Z	MW-11	UNKNOWN	16	PLUGGED	4	.			112SESC	301705	894514	
002	NEUHAUSER	- 381		UNKNOWN	.	DOMESTIC	2	.			11111111	301712	894609	
002	SCHAEFER,KARLE	20711Z		CHABRECK	820	DOMESTIC	2	07/07	10	07/18/07	00000000	301733	894551	D W
002	SLIDELL, LA	- 746		SUMMERS, D. K.	2280	PUBLIC SUPPLY	18X12X16	1976	+62.40	00/00/76	120SLDL	301721	894615	E W
002	ST MARGARET CH	12033Z		CHABRECK	1670	OTHER	2	01/98	35	01/30/98	120ABIT	301724	894605	D W
002	STAR ENTERPRISE	-7360Z	MW-1	ANDERSON	16	PLUGGED	4	02/91	5.18	02/02/91	112SESC	301705	894514	D W
002	STAR ENTERPRISE	-7361Z	MW-2	ANDERSON	16	PLUGGED	4	02/91	4.77	02/02/91	112SESC	301705	894514	D W
002	STAR ENTERPRISE	-7362Z	MW-3	ANDERSON	16	PLUGGED	4	02/91	4.44	02/02/91	112SESC	301705	894514	D W
002	STAR	-7388Z	MW-4	ANDERSON	16	PLUGGED	4	02/91	4.58	02/02/91	112UPTC	301705	894514	D W

	ENTERPRISE													
002	STRECKER, STEVE	-9899Z		CHABRECK	500	DOMESTIC	2	05/95	8	05/20/95	112PNCLU	301738	894550	D W
002	STRECKER,GERARD	13728Z		WATER WORKS	400	DOMESTIC	4X2	01/00	12	01/27/00	112UPTC	301734	894554	D W
003	AMERICAN CREOSO	- 9		UNKNOWN	885	INDUSTRIAL	4	1939	+29	09/12/39	121PNCLL	301711	894651	Q W
003	BARRY H. SPIZER	20045Z	SB01/MW-01	WALKER-HILL (CO)	33	MONITOR	2	03/06	4	03/16/06	00000000	301709	894655	D W
003	BARRY H. SPIZER	20046Z	SB02/MW-02	WALKER-HILL (CO)	32	MONITOR	2	03/06	4	03/16/06	00000000	301709	894655	D W
003	BARRY H. SPIZER	20047Z	SB03/MW-03	WALKER-HILL (CO)	31	MONITOR	2	03/06	4	03/16/06	00000000	301709	894656	D W
003	BARRY H. SPIZER	20048Z	SB04/MW-04	WALKER-HILL (CO)	28	MONITOR	2	03/06	4	03/16/06	00000000	301709	894656	D W
003	BARRY H. SPIZER	20049Z	SB05/MW-05	WALKER-HILL (CO)	30	MONITOR	2	03/06	4	03/16/06	00000000	301709	894654	D W
003	BOSARGE, JOHN	19617Z	06-215	PENTON (WALTER)	580	DOMESTIC	2	05/06	7	05/25/06	00000000	301739	894646	D W
003	BOYLES, KEISHA	14660Z		CHABRECK	816	DOMESTIC	2	11/00	5	11/15/00	121PNCLL	301724	894638	D W
003	CAVALIER, HOWEL	-5525Z		SCHOULTZ	150	DOMESTIC	2	05/86	10	05/01/86	112UPTC	301744	894646	D W
003	CHEVRON	17860Z	MW-9A	UNKNOWN	12	PLUGGED	4	.			00000000	301713	894654	
003	CHEVRON	17861Z	MW-10	UNKNOWN	.	PLUGGED	4	.			00000000	301713	894654	
003	CHEVRON	-6462Z	MW-1	PSI/PTL	17	MONITOR	4	12/88	3.5	12/22/88	112SESC	301711	894649	D W
003	CHEVRON	-6463Z	MW-2	PSI/PTL	17	PLUGGED	4	12/88	3.8	12/22/88	112SESC	301711	894649	D W
003	CHEVRON	-6464Z	MW-3	PSI/PTL	17	MONITOR	4	12/88	3.7	12/22/88	112SESC	301711	894649	D W
003	CLAYTON HOMES	15714Z		GILL (JACK)	290	DOMESTIC	2	11/01	10	11/09/01	00000000	301746	894643	D W
003	CORONA, JOE	18921Z		CHABRECK	565	DOMESTIC	2	07/05	7	07/18/05	00000000	301746	894640	D B W
003	DUFOUR	- 368		UNKNOWN	620	DOMESTIC	2	.			112PNCLU	301752	894708	
003	EXXON CO USA	-6975Z	MW-1	UNKNOWN	15	PLUGGED	2	.			112SESC	301709	894646	
003	EXXON CO USA	-6976Z	MW-2	UNKNOWN	15	PLUGGED	2	.			112SESC	301709	894646	
003	EXXON CO USA	-6977Z	MW-3	UNKNOWN	15	PLUGGED	2	.			112SESC	301709	894646	
003	FIRST FINANCIAL	12652Z		CHABRECK	808	DOMESTIC	2	10/98	6	10/02/98	121PNCLL	301717	894641	D W
003	GARCIA, MANNY	13808Z	P-1	GORE	10	PIEZOMETER	2	02/00	3.2	02/22/00	112SESC	301655	894716	D W
003	GARCIA, MANNY	13809Z	P-2	GORE	10	PIEZOMETER	2	02/00	6.3	02/22/00	112SESC	301655	894716	D W
003	GRISTINA HOMES	16125Z	LOT #30	GILL (JACK)	220	DOMESTIC	2	06/02	10	06/03/02	00000000	301747	894639	D W

003	HALLORAN, RAY	15409Z		CHABRECK	567	DOMESTIC	2	08/01	6	08/27/01	112PNCLU	301742	894645	D W
003	HOLLIS, CHARLES	15358Z	LOT 1-6	CHABRECK	570	DOMESTIC	2	07/01	7	07/19/01	112PNCLU	301742	894642	D W
003	JOHNSON, GEORGE	17654Z		HAJDU, FERENC	360	DOMESTIC	2	04/04	5	04/01/04	00000000	301740	894646	D W
003	KOMRANOWSKI, J	15388Z		CHABRECK	565	DOMESTIC	2	08/01	6	08/06/01	112PNCLU	301740	894639	D W
003	LABCO	-9224Z		GILL (JACK)	860	INDUSTRIAL	4X2	04/94	+11.55	04/13/94	121PNCLL	301734	894655	D W
003	MAGEE TEAM	15053Z		GILL (JACK)	250	DOMESTIC	2	02/01	10	02/08/01	112UPTC	301737	894641	D W
003	MAGEE TEAM	15860Z	LOT 11-A	GILL (JACK)	250	DOMESTIC	2	01/02	10	01/28/02	00000000	301738	894641	D W
003	MAGEE TEAM	16021Z	LOT#21-A	GILL (JACK)	260	DOMESTIC	2	03/02	12	03/07/02	00000000	301742	894645	D W
003	MATHERNE, STACY	15441Z		CHABRECK	570	DOMESTIC	2	09/01	6	09/21/01	00000000	301745	894644	D W
003	MCLEMORE, CASEY	15357Z		CHABRECK	568	DOMESTIC	2	07/01	6	07/20/01	112PNCLU	301744	894645	D W
003	MOORE, JAMES	16895Z		RK WATER WELL	360	DOMESTIC	2	05/03	8	05/15/03	00000000	301735	894640	D W
003	MOORE, JAMES	16896Z		RK WATER WELL	360	PLUGGED	2	05/03	8	05/12/03	00000000	301737	894639	D W
003	MOORE, JAMES	16897Z		RK WATER WELL	360	DOMESTIC	2	05/03	8	05/13/03	00000000	301737	894642	D W
003	MOORE, JAMES	17945Z	LOT 4-5	RK WATER WELL	300	DOMESTIC	2	01/04	8	01/13/04	00000000	301741	894635	D W

[Next]

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[Parish Codes] [Well Use Sub-Use Codes] [Explanation of Terms]

Section 4(f) Issues

Section 4 (f) Issues

Recreation Areas

Vesco Tennis Courts Inc.
25638 US 190
Lacombe, LA

St. Tammany Parish Recreation
61100 South Street
Lacombe, LA

Parks

Fontainebleau State Park
62883 Highway 1089
Mandeville, Louisiana 70448

Fontainebleau State Park Reserve
62883 Highway 1089
Mandeville, Louisiana 70448

Bayou Lacombe Park
61001 N Street
Lacombe, LA 70445

Louisiana Department of
Wildlife & Fisheries

ST. TAMMANY WILDLIFE REFUGE

St. Tammany Wildlife Refuge is located on the northern shore of Lake Pontchartrain adjacent to the Fontainebleau State Park in St. Tammany Parish. The property extends about 10 miles along the lakeshore, and stretches inland 100 - 1,300 feet. The St. Tammany tract was part of a larger acquisition purchased by the state from the Great Southern Lumber Company in 1938. Most of the original purchase is now owned and maintained by the State Parks Commission, but 1,309.54 acres remain as a wildlife refuge managed by the Fur and Refuge Division.

Erosion is a major problem on this area due to wave action from Lake Pontchartrain. Current acreages are certainly less than when originally purchased. Wiregrass and three-corner grass are dominant vegetative species on the area. A variety of resident wildlife species inhabit the refuge including furbearers and alligators. The St. Tammany Refuge also serves as a resting and feeding area for wintering waterfowl. This small refuge serves an important purpose as a resting area for waterfowl, with heavy hunting pressure in adjacent private marshes.

Management of this area is conducted through the Baton Rouge office. Past research on the area includes a cooperative investigation with Louisiana State University researchers into the ecology and management of three-corner grass.

Back to Wildlife Refuges

Quick Link

Featured WMA

Tunica Hills WMA
5,905 Acres
West Feliciana Parish
Learn More »
Special Seasons »

Select a Wildlife Management Area

LA Announcements

- King Mackerel Commercial to close on September 12
- Yellow Rails and Rice Festival
- Public Dove Hunting
- 2009-10 Oyster Season
- 2009 Fall Shrimp Season
- Shrimp Season Closure in Parts of Zone 1 and all of Zone 3
- Growing up WILD
- CO-OP Fisherman/Dealer Survey and other Hurricane Recovery Activities
- Office of Fisheries Data Management Design and Implementation
- Answers to questions from Pre-Proposal Conference for the Office of Fisheries Data

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National Register Of Historic Places

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

Louisiana
National Register of Historic Places

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Historic Name:	Fontainebleau State Park
Other Names:	Tchefuncte State Park
Address:	67825 U. S. Highway 190
City:	Mandeville
Parish:	St. Tammany
State:	LA
Zipcode:	70448
Status:	National Register
Date Placed on National Register:	8/10/1999
Level of Significance:	State
Area of Significance:	Entertainment/Recreation, Politics/Government
Property Type:	Park
Architectural Style:	Other: French Colonial Revival
Architect:	Wells, William W.
Theme:	Other

Documents	Pictures	Maps
52029001.pdf	52029001.jpg	52029101.jpg
	52029002.jpg	52029102.jpg
	52029003.jpg	
	52029004.jpg	
	52029005.jpg	
	52029006.jpg	
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	52029008.jpg	
	52029009.jpg	
	52029010.jpg	

SUMMARY

Fontainebleau State Park is located just east of Mandeville on Lake Pontchartrain, a huge brackish body of water extending some thirty miles from St. Tammany Parish on the north to New Orleans on the south. Today's park encompasses land on both sides of Highway 190, but only that portion south of the highway was developed for recreational use during the historic period. The roughly 2,000 acre parcel of land being nominated is bounded by the lake on the south, U. S. Highway 190 on the north, Cane Bayou on the east (the park boundary) and a park property line on the west. Beyond this property line are two contiguous, narrow and quite deep privately held in-holdings. Then the park property picks back up again with a roughly seventy acre parcel which was never developed for recreational use during the historic period. The only historic building in this area, the former park office building, is being nominated individually. The foregoing method of handling Fontainebleau was devised in consultation with the National Park Service.

The main portion of Fontainebleau was developed from 1938 to 1942 by the Civilian Conservation Corps. Although group camps were intended from the very beginning, the first did not materialize until 1947-48. It is located on the eastern edge of the park at some distance from the main section. The park takes its name from a sugar plantation once located there, and whose sugar mill ruins are visible today. Work accomplished by the CCC included building access roads and other infrastructure and the construction of various buildings. Fortunately, despite the loss of one major building and isolated new construction, Fontainebleau would be easily recognizable to the CCC boys who built the bulk of it and patrons who enjoyed its facilities during the historic period.

METHODOLOGY

This nomination began with a request from the Office of State Parks that Fontainebleau be evaluated for Register status. The Division of Historic Preservation, a sister agency in the Department of Culture, Recreation and Tourism, completed the necessary fieldwork and research and prepared the nomination materials. The following narrative constitutes the first comprehensive analysis of the park, at least for the historic period, and should be of considerable value to State Parks in future management decisions.

Various primary sources are available for tracing the development of Fontainebleau. Original drawings are on file in the Office of State Parks. And while of inestimable value, they have to be used with great caution because various features and buildings were proposed and never realized. Hence the drawings had to be checked against other primary sources such as biennial reports of the State Parks Commission which detailed progress at Fontainebleau and provided photos of work completed and work in progress. Also of value were articles (with photos) in the *Louisiana Conservation Review* (a publication of the Department of Conservation).

INTRODUCTION

Fontainebleau State Park dates from the beginnings of the state parks movement in Louisiana. While the State Parks Commission (in the Department of Conservation) was created by legislative act in 1934, it did not receive any funding until 1936. Some $20,000 of this initial appropriation was earmarked for the purchase of a state park -- money which soon was used to purchase what would become Fontainebleau State Park. Department of Conservation officials had reached an agreement with the Great Southern Lumber Company in September 1937 to purchase a 5800 acre tract on Lake Pontchartrain just east of Mandeville. Some of the land was to be set aside for a state park and the remainder was earmarked for other programs within the Department of Conservation such as reforestation, a wildlife preserve, etc. The purchase documents were signed on January 31, 1938; however, the State Parks Commission had begun planning the new park already. In November 1937, at the recommendation of the National Park Service, the commission hired landscape architect William W. Wells to prepare a preliminary master plan. The main part of the park one sees today reflects Wells' vision minus components of the original plan that were never realized.

Fontainebleau, as described in the 1936-37 biennial report, was a place possessing "scenic beauty," "historical interest," and the "natural recreational features" of Lake Pontchartrain. Building upon these assets, Wells created a park where people came to swim, picnic and generally enjoy the outdoors. Although group dorms and other lodging facilities were planned from the beginning, buildings for overnight stays did not materialize until 1947-48, and then on a much reduced scale.

The development of Fontainebleau was carried out by the State Parks Commission in close consultation with the National Park Service. (Most drawings and specifications carry both names.) The labor was provided by Civilian Conservation Corps Camp SP 5, established on the western edge of the park in May 1938 with a capacity of 215 young men, four officers and four foremen. The large camp, which included four 20 x 30 foot barracks and various other buildings (per extant plans), was purpose-built and presumably removed once the CCC unit left. The only surviving historic building in the area is the former park office building -- now a group dormitory. As noted previously, this small section of Fontainebleau is separated from the main park by two contiguous in-holdings and is not being included in this submission. The former park office building is being nominated individually.

CCC boys built Fontainebleau's infrastructure and buildings from 1938 to 1942. The park, initially known as Tchefuncte State Park, received its official name, Fontainebleau, by act of the legislature in 1942. It formally opened on July 4, 1943.

SETTING/OVERALL LAYOUT

Most of Fontainebleau's flat terrain is heavily forested and undeveloped. Portions in the undeveloped area close to the lake are marshlands.

To facilitate a general understanding of Fontainebleau, the developed areas can be divided into two "clusters":

1) the heart of the park, including the entrance, main road, sugar mill ruins and the intensive use area on and near Lake Pontchartrain

2) a group camp developed in 1947-48 on the park's eastern perimeter

The main park road extends about one-and-a-half miles from Highway 190 to the intensive use area on and near Lake Pontchartrain. Near the park entrance the road crosses a paved bike path which follows a former rail line. Then it progresses in a gentle curve to the Fontainebleau sugar mill ruins where it executes a sharp curve to provide a vista down the plantation's oak allee toward the lake. After the curve it extends in a straight line the short distance to the intensive use area, where it ends, on axis with a bathhouse, in an oval driveway. Drawings reveal that the main road took its cue from an existing road bed (perhaps a plantation road); however, it did not follow the old road in all respects. For example, near the sugar mill ruins Wells deviated deliberately from the old road to provide the previously mentioned vista, including a pull-off area to each side.

A secondary road intersects with the main park road just beyond the sugar mill ruins (see map -- between the ruins and the intensive use area). It sweeps back toward the lake to what was suppose to have been a key component of the park -- a large lagoon, lodge and group camp area. The road was built, but the development at its end was never realized. Extending from this road (almost a continuation of it) is a long road providing access through the previously mentioned in-holdings and terminating where the former park office building is located (and where the CCC camp was built). Surviving primary documents do not reveal when this section of the road was built. Drawings dated October 1939 and October 1941 show it as proposed; one assumes it was built during the historic period.

For the most part, park roads are framed with trees. The predominant tree at Fontainebleau is the short leaf pine. There are also numerous large moss-draped live oaks in the day use area, particularly where the sugar mill and plantation buildings were once located. In places the live oaks form a canopy over the main park road.

When the park was purchased, some of the land near the highway recently had been cut over. A 1939 source noted that it was rapidly coming back in second growth pine, oak and sweet gum. Apparently very little was added to the park in the way of vegetation other than foundation plantings at new construction. As was noted at the time, the "proposed landscape effects will be gained primarily by selective cutting than by additional planting."

Fontainebleau today retains its lush landscape in most respects. Severe tree damage was caused by a hurricane in the mid-1940s, and more recently, some of the forest (along the main road near the entrance) has been denuded by a southern pine beetle infestation.

THE PARK'S ARCHITECTURE

While each of Fontainebleau's buildings will be described individually, an overall statement is appropriate at this point. Writing in the State Parks Commission's 1938-39 biennial report, William Wells observed: "All of the buildings are being kept in the early Louisiana style of architecture." Perhaps a more precise statement would be that most of the 1938-42 buildings are generally traditional and loosely evocative of Louisiana's early architectural heritage On the whole, it is the use of prominent hipped roofs (sometimes with a flair at the end) which give Fontainebleau's buildings a Louisiana flavor. (Broad, umbrella-like hipped roofs were a signature of the state's early architecture.) Two of the park's buildings were specific references to the state's French colonial past -- a *pigeonnier* at the main entrance (extant) and, sadly lost to arson, a *faux* double gallery French Creole plantation house which served as a restaurant. Other features loosely evocative of the state's past architecture are columnar galleries on two buildings and one gable end building with a central chimney and a front "kick" to the roofline (in the manner of a Creole cottage in New Orleans).

PARK ENTRANCE AND RANGER'S DWELLING (1938-39)

Fontainebleau's main entrance is located immediately on U. S. Highway 190 just east of the town of Mandeville. A stand of large pines lines the highway as you approach the park. The entrance, designed by Theodore L. Perrier of New Orleans, is defined by a brick pier on each side of the park's main road. From each pier a low brick wall extends to the side in a straight line and then turns toward Highway 190 in a curve. Asymmetry is provided by an octagonal brick *pigeonnier* at the end of the brick wall on the eastern side. Also, the brick wall on the eastern side extends back into the park for several yards while it does not on the west side.

Just inside the entrance is a small cottage (also designed by Perrier) which is identified on 1938 drawings as a ranger's dwelling. Today it is the park office. The one story building has a gable end roof punctuated by a central chimney. A secondary pitch provides a front porch (always at grade level with the columns resting on concrete bases according to the original drawings). On the south side is a secondary gabled section and an arcade leading to a small garage. The cottage is sheathed in brick veneer except for the gables which are covered in clapboards. Windows are multi-paned and a French door provides access. Regrettably, the cottage has lost its original traditional character on the interior.

PLANTATION FEATURES

In 1829, the legendary French Creole Bernard de Marigny de Mandeville acquired a large tract of land on the north shore of Lake Pontchartrain which he named Fontainebleau plantation after the magnificent sixteenth century estate of French king Francis I. This was a country estate for de Marigny, who maintained his principal domicile in New Orleans. Originally the plantation had a main house, a large sugar mill, slave houses and other dependencies. Today all that remains (at least above ground) are the extensive ruins of the sugar mill along the park's main road (including two brick chimneys towering about thirty or forty feet) and the plantation's oak allee.

Written sources and site plans from the 1938-42 period show that more foundations and ruins were visible in the park's early years. For example, in the 1936-37 biennial report of the State Parks Commission, it was observed that "the ruins of the Marigny family's country home and other buildings may still be seen on the site." The previously mentioned site plans show a row of double chimney foundations along each side of the oak allee -- i.e., the quarters area. The main section of the sugar mill is estimated as measuring 50 by 135 feet, and numerous other foundations are shown. Another drawing shows the main house foundation in front of the allee (between the allee and the lake).

A report issued by Roy Edgar Appleman, Acting Regional Historian, National Park Service, in 1939 contains particularly valuable information about the ruins existing at that time. Interestingly, Appleman did not think the park's master plan paid enough attention to the "great number of historical ruins of the area." He specifically noted that they had not been mapped, which is perhaps the impetus for the drawings that were done. Paying particular attention to the "old plantation house," Appleman wrote that its foundations were still visible above ground (indicating a house roughly 40 by 70 feet) as were the lower portions of two inside chimneys. Wells, for his part, did not seem to be as preoccupied with the ruins. He wrote: "These [the ruins] will be preserved for those interested in the early history of Louisiana. They are not spectacular, but they do give a decided legend and added interest to the area."

INTENSIVE USE/DAY USE AREA

As mentioned previously, the main park road ends with an oval-shaped driveway on axis with the bathhouse (rear elevation). The oval forms a green punctuated by a few trees. The bathhouse is the

center of a three-part composition. On one side is a long low colonnade with a pavilion on each end. On the other side was a long low colonnade culminating in a large two-story *faux* French Creole plantation house. Today about half of this building survives; the plantation house was destroyed by arson c.1970. Replacing it is a low-key pavilion.

Immediately next to the oval green is Fontainebleau's historic parking area and a large picnic area with a styled restroom building dating from 1940. Also in the general picnic area is a moderate size picnic shelter added in 1946.

Bathhouse (1939)

Positioned facing "a fine sand beach" (per an early assessment), the large one story brick veneer bathhouse features a system of hipped roofs crowned by a slender cupola. The central section of the facade features a Doric gallery which projects forward under its own hipped roof at mid-point. A CCC-built brick walk leads to the lake, which is now only a few yards away. The rear of the bathhouse has a projecting arcaded porch with a decorative brickwork band above the arches. The bathhouse interior retains much of its original character, with changing and bathing facilities for each sex on either side of a central area. Walls and ceilings are sheathed in wooden boards, and changing stalls line each side of the main rooms. Originally the area behind the bathhouse was grassy; today there is a pool there.

The history of the beach development in front of the bathhouse is not documented completely in available primary sources. There was a natural beach there already, but it is clear that this was expanded. For example, the biennial report for 1942-43 has a picture with the caption "newly completed beach," although the same report calls attention to the need for funding to purchase sand. Undated drawings at State Parks show the extent the beach had been encroached upon by Lake Pontchartrain. In summation, the strip of beach at Fontainebleau today is not as extensive as what was there at one time.

Picnic Colonnade/Pavilion (1940)

On one side of the bathhouse is a long low colonnade with a hipped roof open pavilion at one end and a large open octagonal pavilion with a faceted roof at the lake end. The building is formed of brick piers with an openwork brick balustrade. A distinctive feature of Fontainebleau, the decorative brickwork forms cruciform cutouts. The colonnade with its pavilions is completely unchanged, including exposed truss ceilings and a brick fireplace in the hipped roof pavilion.

Flanking Colonnade (non-contributing)

As noted previously, this colonnade originally ended (on the land side) in a handsome two-story *faux* French Creole plantation house. While about half of the original construction survives (lake side), due to this serious loss, the building is being counted as non-contributing for the purposes of this nomination. The hipped roof pavilion on the lake side with its signature openwork balustrade and the first seven bays of the colonnade survive. The remaining colonnade bays are reconstructed, and the present hipped roof pavilion is where the plantation house-cum-restaurant stood.

Picnic Area Restroom (1940)

This hipped-roof brick veneer building with a "kick" at the eaves is very Louisiana in overall feeling. Actually very little space is for bathrooms, with most of the building being given over to a columnar porch across the front and down most of each side. The Doric columns rests on concrete bases with a concrete floor at grade level.

Picnic Shelter (1946)

While this moderate size building has received some alterations, it still retains most of its character-defining appearance and hence is being considered a contributing element. The main hipped roof rectangular part of the shelter terminates at one end in a faceted section containing a fireplace with a chimney. There is also a forward-projecting section with its own hip roof. All roofs have a flare, or "kick," at the eaves. Originally, the shelter had a largely open character, with the exception of sections which were "enclosed" by decorative openwork brick of the type found elsewhere at the park. Today, the previously open sections between piers have been enclosed with wood and screening, and the openwork brick walls on the faceted end section have been bricked in.

Unrealized Plans in the Day Use Area

Unrealized elements of Wells' grand design for the day use area are being mentioned to present

a complete record of the park -- most notably, to avoid confusion should a researcher view only the proposed plans. A key component of Wells' master plan was a large irregularly shaped lagoon to be located beyond the parking lot and picnic area (where the previously mentioned road ends). The lagoon would have been large enough for boating. A lodge was to be located there as well as a group camp with various buildings. It is not known why these plans were never realized. Perhaps it was a combination of funding, the demise of the CCC and the onset of WWII. Even as late as the 1950s, Wells, who is then director of the State Parks Commission, has the work on his "wish list." Presently there is a very small fairly regularly shaped lagoon immediately adjacent to the bathhouse area. When it was created is not known.

GROUP CAMP

A small group camp on the eastern perimeter is the last of the park's components to be added during the historic period (using the Register's fifty year cutoff). Built in 1947-48 in a secluded spot near Cane Bayou at some distance from the park's day use area, this development marked the beginning of group camp facilities at Fontainebleau, the lack thereof having been a considerable weakness. As noted previously, the master plan provided for various group camp facilities, although in another location.

Work consisted of building a road to the site, building a dam and creating "a naturalistic swimming lake," and the construction of three buildings -- all of which survive. The road leading to the group camp is about one mile from the main park entrance. It extends in a curving fashion about half a mile from Highway 190 to the camp site, ending at the dam. The "naturalistic lake" is shaped like one of New York's "finger lakes." Located between it and nearby Cane Bayou is the group camp, which enjoys a peaceful setting among large pine trees. The surrounding area is heavily forested.

The three wood frame one-story buildings are grouped around an open area, which is now crisscrossed with sidewalks and has a paved barbecue area. The two long dorm buildings are sheathed in board and batten and originally had a deep inset screened porch at the center. (The porches are in the process of being enclosed in board and batten.) The main roof is gabled, with a hipped roof section at each end. The dorms retain their original floorplans and spartan interiors. A large dorm room, accessed from the porch, is on each side. Off the rear of each dorm room is a tiny counselor's room and a bathroom. The walls are sheathed in boards with a slight bevel, the ceilings are sheathed in flushboards, and the flooring is wooden. Interior modifications have been confined to the conversion of the counselors' rooms in one building to bathrooms and general bathroom modernization. On the exterior, in addition to the porch enclosures, handicapped access ramps have been added to both dorms.

Extant drawings show that the group camp's kitchen/dining room building is a 1948 remodeling and expansion of a small building on site. Essentially the roofline of
an existing gable end building was raised, and a long lower gable end wing was added. The former contains the kitchen and two bedrooms, the latter the dining room. It appears that the existing building was completely renovated on the exterior, with the bungalow-style screened porch dating from that time.

The kitchen/dining room building is very well preserved on the interior, including even its bathroom. The dining space is one long room with numerous windows down each side which open upward to the ceiling where hooks hold them in place. The kitchen section with its two small bedrooms and a bathroom definitely has the feel of a rustic park. There is a massive brick fireplace in the kitchen and distinctive wooden window and door frames throughout. The wide, grooved frames curve at the corners.

NON-CONTRIBUTING BUILDINGS

There are several buildings scattered here and there about the park's 2,000 acres which are non-contributing (either built within the last fifty years or altered older buildings, with almost all being in the former category). Many are quite small.

Non-contributing buildings include the following

1) one of the colonnades flanking the bathhouse (due to loss of integrity)

2) a 1950s board and batten one-story residence along the road to the group camp

3) four one story bathroom stations, three in the non-historic camping area and one in the historic group camp

4) four concrete tee-pee shaped buildings. These peculiar buildings were constructed by the Boy Scouts for group camp use when this organization owned the parcel of land in question. (This in-holding was near the other two in-holdings. It is now owned by State Parks.) Although completely inappropriate, the tee-pees are not very noticeable because of their out-of-the-way location, and very importantly, because they are set back from the road in a clearing surrounded by woods. As can be seen from the enclosed view taken from the road, because of the trees, the tee-pees are glimpsed only briefly as one drives along.

5) a long low one-story building which is either less than fifty years old or an altered older building and an asbestos sided one story residence -- both within the former Boy Scouts property.

6) a small entrance station has been added on the main park road, about one-fourth of a mile from Highway 190.

7) In the maintenance area are two non-contributing buildings, both one story. One was built recently. The other is a historic maintenance building which has been added to over the years.

OTHER NON-HISTORIC ELEMENTS

The following are the major additions to the landscape other than buildings:

1) A pool has been added behind the bathhouse, as noted.

2) A campground has been added (see map). While this meant creating a pattern of roads to access camp sites and the construction of latrines (3), the effect is otherwise minimal by the very nature of camping (i.e., tents and recreational vehicles that come and go).

3) Of course, it is impossible to delineate changes to the vegetation over the years. As noted previously, forested areas were damaged in a mid-1940s hurricane and more recently from a southern pine beetle infestation.

4) The beach has eroded over the years as the lake has encroached upon it.

ASSESSMENT OF INTEGRITY

All in all, given the fact that the park has been in continuous use for sixty years, it is surprising that it retains the bulk of its historic appearance. The old roads are still there and the overall configuration of the day use area is the same, including the grassy oval, the parking lot in the same location, the picnic area with its distinctive bathroom, etc. And while the loss of the *faux* French Creole plantation house is indeed a major one, it is the only missing building. It is also of particular importance to note that new construction at Fontainebleau has been very limited, all things considered.

Finally, one cannot assess the integrity of Fontainebleau by numbers alone. For example, while there are various non-contributing buildings, it should be emphasized that a 2,000 acre park can absorb a few new buildings fairly easily, especially when most of them are quite small. And, fortunately, new construction has not impacted the park's principal public areas -- i.e., the entrance, along the main road or in the intensive use area (with the exception of the replacement for the French Creole plantation house, which continues the design of the remainder of the colonnade). Also, there is much more to Fontainebleau than buildings -- there is the entire site with its roads and culverts built by the CCC, the lake and dam created in 1947-48, and the park's natural setting of pines, live oaks, marshlands and Lake Pontchartrain. In short, even with losses and some new construction, there is no question that CCC alumni and people who used the park in the historic period would recognize it today.

CONTRIBUTING ELEMENTS

While the focus of this nomination is that portion of the park developed by the CCC, the Division of Historic Preservation believes that any fifty year old building (1948 or earlier) which retains sufficient integrity should be considered a contributing element. To recap, the following historic features postdate the 1938-42 CCC work: a 1946 picnic pavilion in the intensive use area and the 1947-48 group camp on the eastern edge (road, dam, lake and three buildings). It should be remembered that Fontainebleau was

always a work in progress. When the park officially opened in 1943, various projects were still being completed and much more was proposed. The picnic shelter, added in 1946, mirrors the architecture of the park's CCC-built structures (signature hip roof and openwork brick design). As noted previously, a group camp was a key component of the original plans. It just happened to have been built a little later on a reduced scale in a different location. Its rustic wood frame appearance is similar to that of the original park office.

As explained in Part 8, the post-CCC buildings are also important because Fontainebleau continued to be a major regional park in the state parks systems up to and past the current 50 year cutoff (1949), and they are a part of its history in this period. The construction of the group camp filled a particularly critical need (see Part 8).

INFORMATION COMMON TO ALL PHOTOS

Donna Fricker
Louisiana State Historic Preservation Office
July 1998

SUMMARY OF CONTRIBUTING/NON-CONTRIBUTING ELEMENTS

Contributing sites: the park itself (including roads, lake, etc.)
sugar mill site

Contributing structures: entranceway (with pigeonnier)

Contributing buildings:

ranger's dwelling (now park office)
bathhouse
picnic colonnade adjacent to bathhouse
picnic area latrine
picnic pavilion (in general picnic area)
3 buildings at group camp

Non-contributing buildings: see above

SIGNIFICANT DATES:	1938 park founded
	1943 park opened
	1947-48 first group camp opened
ARCHITECT/BUILDER:	Various architects/designers, buildings
	William W. Wells, landscape architect
CRITERION:	A

Fontainebleau State Park is of statewide significance in recreational history because it represents the beginnings of the state park movement in Louisiana. And, as a major regional park with the heaviest use in the system, Fontainebleau continued its important recreational role up to and past the present Register fifty year cutoff (1949). Of particular importance in the late 1940s was the construction of the park's first overnight facilities -- the group camp on the eastern edge. Fontainebleau also is significant in the area of politics/government because it represents the critical role of the Civilian Conservation Corps in the establishment of Louisiana state parks. Finally, there is the overall legacy of the CCC in Louisiana to consider. Operating from an average of 30 camps across the state, the CCC engaged in a variety of projects such as reforestation, park development, levee work, soil erosion control, etc. However, besides forests, very few tangible resources survive to represent this massive federal relief program in Louisiana.

Role of CCC in Creating State Parks System

The most popular, least criticized New Deal agency, the Civilian Conservation Corps existed from 1933 to its phaseout 1942-43. A favorite of FDR's and one that was largely his personal creation, its purpose was to provide employment to young men in conservation related work. "CCC boys" enrolled for six month periods, for a maximum of two years. The pay was $30 per month, $22 of which had to be sent home. Under the supervision of Army officers, CCC boys operated out of camps typically consisting of

about twelve wooden buildings. During the decade of its existence, some three million young men were employed across the nation in 4500 camps. They performed a multitude of tasks under the general mission "to conserve and develop natural resources." The largest number of camps were assigned to national and state parks, with Fontainebleau being one of 800 new parks developed nationwide by the CCC.

Throughout the country, the CCC played a critical role in state parks development. As one historian of the subject observed: "State parks are products of the Great Depression more than any other historical period, for no other type of recreation has been intensely developed in so condensed a time frame." The need was particularly acute in the South, where there were no state parks at the beginning of the Depression. However, by 1939 the CCC had developed more than 300 parks in the region and had increased state parks acreage by more than 200%.

In the case of Louisiana, the role of the CCC in creating the state parks system cannot be overestimated. It is generally held that state parks in Louisiana would not have developed until after World War II had it not been for this considerable infusion of federally funded labor. As mentioned in Part 7 of this nomination, the Louisiana State Parks Commission did not exist until 1934 and received no funding until 1936. But within the space of the next six years, thanks to CCC labor, Louisiana boasted three major recreational parks and one small park centered upon a historic house. The three major parks were Fontainebleau in southern Louisiana, Chemin a Haute in the northern part of the state, and Chicot in the central part. The other park developed by the CCC, Longfellow-Evangeline near St. Martinville, is actually the state's first. Its historic house and 157 acres had been donated to the state in 1930, before there was even a State Parks Commission. The CCC worked there for about a year beginning in late 1933 and then returned in 1936. Chemin a Haute was built by the CCC from early 1936 to March 1938, when the camp was transferred to Fontainebleau. The land for Chicot was acquired in 1938 and two CCC camps were located there.

By the early 1940s, all four parks were open for business. A state that began the 1930s with only one small donated property and no organizational framework to develop it, let alone acquire others, ended the decade with four state parks encompassing over ten thousand acres -- an increase in park acreage of over 3,000 percent as compared to a 200% increase nationwide.

And this was no small accomplishment considering that the idea of state-funded recreational development was a relatively new one in Louisiana -- one that was still being justified in the 1940s in State Parks Commission documents. The chairman wrote in 1940:

> Those who are not familiar with the purpose and character of state parks may ask themselves why the state should assume the obligation of developing and maintaining sate-owned recreational areas . . . . Our answer would be, that just as the Federal Government has acquired and developed lands classes as wonders of Nature, . . . so in each state there are certain areas which should be preserved for the enjoyment of all the people of a state . . . . The function of a state park may be considered as supplying to the average working man the opportunity of enjoying at reasonable cost the privileges which ordinarily only the wealthy, who can afford a private lodge, enjoy in the restful and invigorating atmosphere of Nature's woodlands." Continuing this theme in his 1942 report, the chairman termed the new state park system "the most democratic of all State institutions.

The Overall Role of the CCC in Louisiana

CCC boys, of course, did much more for the state than build parks. The first young men were enrolled in New Orleans in April 1933 and by the end of the decade the number of camps had averaged between 30 and 39. Fifty-six million dollars of federal relief funds were pumped into the state through the CCC, and a total of 51,820 people were employed. Camps were located at Kisatchie National Forest (a large forest in the central part of the state), on state and private forest property, and at state parks. In addition, there during the course of the decade there were four "levee road" camps and five "drainage" camps. Of prime importance in Louisiana was the work of the CCC in reforestation. In fact, during this period, the state was first in the South and second in the nation in reforestation efforts.

Today the tangible resources to represent this significant work relief effort and its benefits to the state (other than acres and acres of trees) are the above mentioned four state parks, two lodge buildings built on state forests, and a few buildings in Vernon Parish within the confines of what is now Fort Polk. All of the purpose-built buildings from the campsites are believed to be gone (about 12 buildings each at 30 camps). Of the four state parks, Longfellow-Evangeline's centerpiece was always a historic house. Today, there are two or three small buildings (picnic shelters/latrines) remaining there from the CCC period. Fontainebleau, Chemin a Haute, and Chicot all retain a number of buildings, their overall layout

and other features from the CCC period. Collectively, these parks are the most graphic reminders of the CCC in Louisiana in addition to representing the beginnings of the state park movement in Louisiana and the critical role of the Civilian Conservation Corps in its development.

Fontainebleau's Role in Recreation (1943-1949)

During the historic period (from 1943 when the park opened to the Register fifty year cutoff of 1949) Fontainebleau was one of three major regional state parks in operation in Louisiana (the others being Chicot and Chemin a Haute). Regional state parks, the cornerstone of the system, were large recreational parks intended to serve a particular region of the state. They were intentionally placed near highly concentrated population centers. They are in contrast to small, limited audience parks of either a recreational or historical nature. Of the three major regional state parks, Fontainebleau was the second largest in size, and more importantly, with its proximity to New Orleans, it was the most heavily used.

It is important to remember that the state parks system was still in its early growth period in the 1940s, only having begun when funding was secured in 1936. While four parks had been opened by the early '40s, they were "works in progress" – with various elements still on the drawing board. And at the same time attendance at state parks was increasing rapidly, making the needs more acute. With World War II over and gasoline rationing lifted, visitation increased fourfold in 1945 (from 1943). A September 1945 document noted a 31.4% gain over August 1944 in registration at major tourist attractions in the state, noting that "state parks once more proved drawing cards and accounted for the overall increase." Monthly attendance figures for the summer of 1945 show Fontainebleau with 30,000; the next closest in the ranking is Chicot with 10,000.

State Park Commission biennial reports for the 1940s make it clear that overnight facilities (particularly group camps) were an acute need at the top of the system's "wish list." At the close of WWII, as visitation began to escalate, there were only two parks (Chicot and Chemin a Haute) with overnight facilities. Chemin-a-Haute had 5 cabins and a small lodge. There were 9 small cabins at Chicot. The 1944-45 biennial report noted that these limited facilities were "inadequate" – that this condition "seriously limits the vacation use of our parks." The 1944-45 state park report also emphasized that special uses such as overnight lodging, concession stands, etc. were the system's only revenue producers (admittance was free), and that they were "meager" because the parks were not yet fully developed. The 1946-47 report made the development of organized camps for youth groups a priority in recognition of "the pressing need and the lack of recreational facilities for young people."

Considerable progress was made from 1946 to 1948 as group camps were constructed at Chicot, Longfellow-Evangeline and Fontainebleau. As noted previously, group camps had been an important component of Fontainebleau's master plan, but they were not realized until 1947-48 -- and then at a much reduced scale than that envisioned in the initial plan and in another location. The group camp had two cabins with a total capacity of 64 campers plus a dining hall and a purpose-built lake. Combined biennial reports for 1948-49 and 1950-51 note that "tremendous crowds" visited Fontainebleau and that the "most important addition" to the park in recent years was the construction of an organized group camp which was used "every day" during the summer and "very frequently" for weekend camping during the school year. Referring to all of the group camps recently completed, the report noted that "no other facilities have been so immediately successful," concluding that the "demand for this type of service is even greater than originally anticipated."

The state parks system continued to grow in the 1950s but not as dramatically as the 1936-late 1940s period. By 1943, for example, there were three large regional parks (the cornerstone of the system). By 1960, only two more had been opened (Bistineau and Sam Houston).

POTENTIAL ADDITIONAL AREA OF SIGNIFICANCE

There is no question that Fontainebleau State Park possesses tremendous potential for archaeological investigation. In addition to plantation features both above and below ground, numerous prehistoric shell middens have been recorded on the property. Future documentation and analyses of these resources should make it possible to include signficance under Criterion D.

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Fontainebleau State Park

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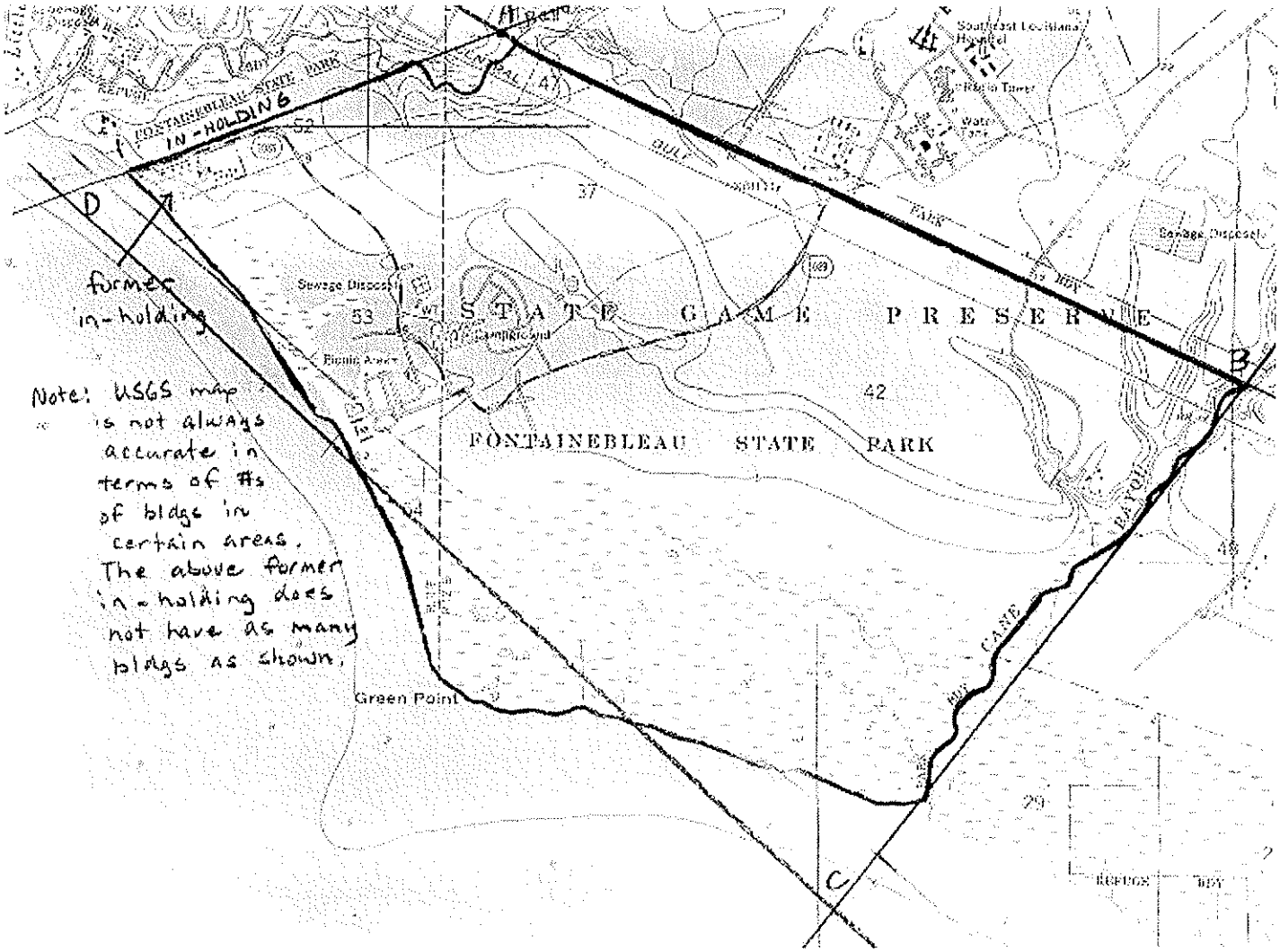

Fontainebleau State Park

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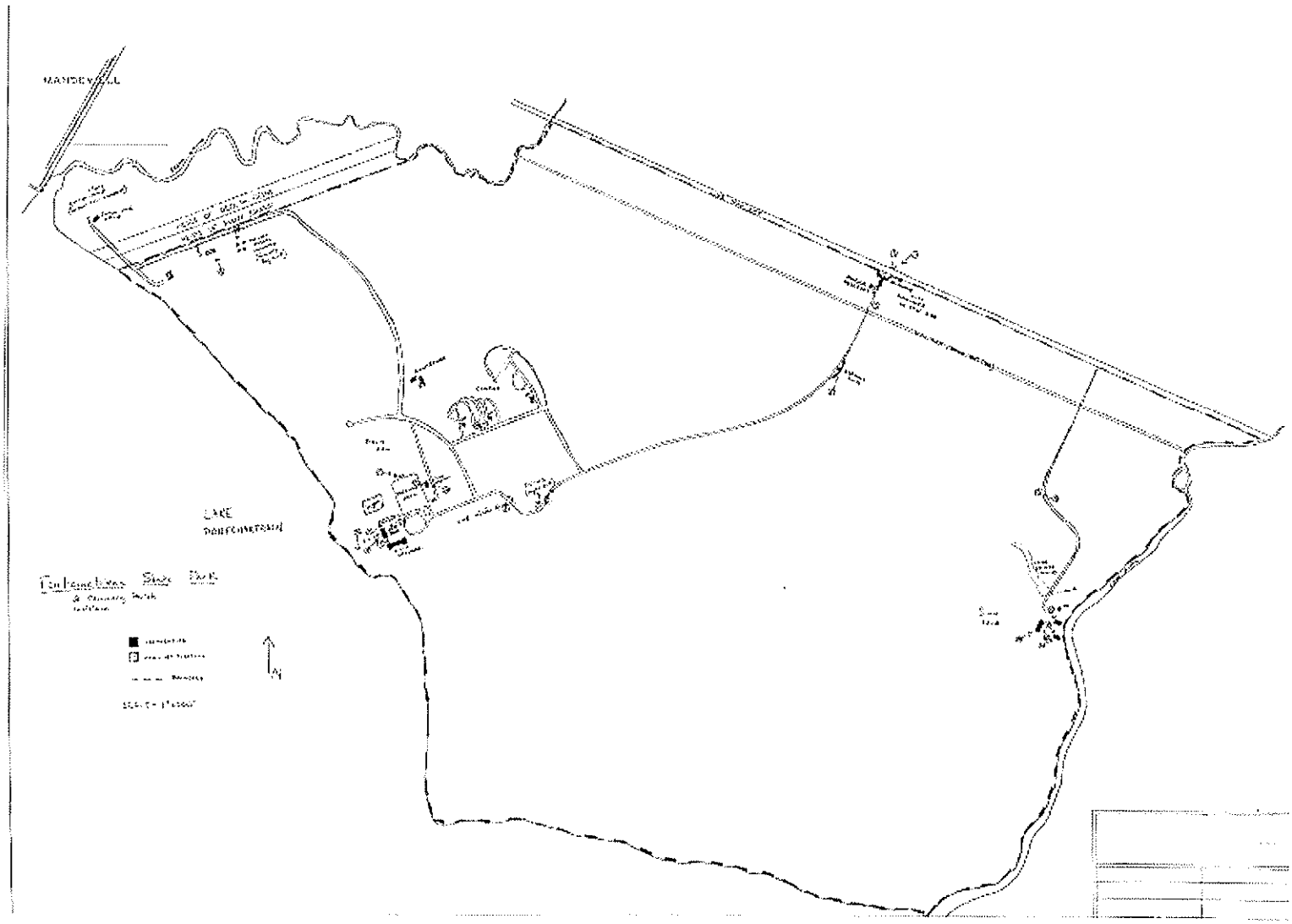

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Historic Name:	Tchefuncte Site
Other Names:	16ST1
Address:	Fontainebleau State Park
City:	Mandeville
Parish:	St. Tammany
State:	LA
Zipcode:	70448
Status:	National Register
Date Placed on National Register:	6/22/2000
Level of Significance:	National
Area of Significance:	Archaeology
Property Type:	Archaeological Site
Architectural Style:	No Style
Architect:	
Theme:	Archaeology

Documents	Pictures	Maps
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		52030102.jpg
		52030103.jpg

Summary

The Tchefuncte site (16ST1) is located in the southeast section of Fontainebleau State Park near Mandeville, St. Tammany Parish, Louisiana. Built by the Civilian Conservation Corps in the late 1930s and early 1940s, the park was listed on the Register in 1999 under Criterion A. The existing form does not document archeological resources. Because of the great importance of the Tchefuncte site (the type site for the culture) and the fact that it does not relate to the park's recreational history, an individual nomination (rather than an addendum) seemed warranted to the LA SHPO.

The Tchefuncte site originally contained two oval-shaped rangia shell middens (Midden A and Midden B) (Figures 1-2). Midden A is presently about 52 meters (m) long, 15 m wide, and 1.5 m thick (Figures 3-4). It still contains substantial in situ archaeological deposits. Midden B is no longer in existence. It was partially destroyed by commercial dredging prior to 1938 and the remaining portion was completely excavated in the late 1930s and early 1940s. Major excavations were directed at 16ST1 by Clarence Johnson in 1938 and Edwin Doran in 1941. The results of these investigations were first published in 1945 in a famous monograph by James Ford and George Quimby entitled The Tchefuncte Culture: An Early Occupation of the Lower Mississippi Valley. This monograph demonstrated that the site was occupied primarily by Tchefuncte cultural groups during the Tchula period (c. 500 B.C.-A.D.1) and helped establish 16ST1 as the type site for the culture. Recovered remains included over 48,000 Tchula period ceramics, human burials and numerous lithic, shell and bone tools (Figure 6). Three radiocarbon dates from the site have a corrected and calibrated range of 890 B.C. to A.D. 1. The human and faunal bone and a sample of the ceramics have recently been reanalyzed by archaeologists. Recent archaeological investigations at the site include the excavation of a 1m x 1m unit in Midden A in 1986 and the mapping of Midden A in 2000 for this National Register of Historic Places nomination.

Site Setting and Description

The Tchefuncte site is situated in the marsh near the edge of the Pleistocene Terrace about .5 miles north of Lake Pontchartrain. As noted above, the site originally contained two oval-shaped rangia shell middens (Midden A and Midden B) (Figure 2). When it was first measured in the 1940s Midden A was approximately 76 m (250 feet) long, 33m (100 ft) wide, and 1.5 m (5 ft) thick (Figure 2). The visible portion of Midden A is presently about 52 m (172 feet) long, 15 m (50 ft) wide, and 1.5 m (5 ft) thick, and it contains substantial in situ archaeological deposits (Figures 3 and 4). It is covered with thick vegetation including live oak and locust trees and dense underbrush. Midden B, which is no longer in existence, was approximately 46 m (150 ft) long and 33 m (100 ft) wide.

Both middens were composed primarily of the brackish-water clam, *Rangia cuneata*. Trench profiles and borings with a soil auger indicated that the middens were deposited on a sloping sand beach overlaying the Prairie Terrace formation (Figure 5). Ford and Quimby (1945:13) surmised that at the time of the Tchefuncte occupation there was a large bayou of fresh water which emptied into the lake east of the site; and that shortly after the Tchefuncte occupation, the bayou shifted its course to a point about three quarters of a mile farther east.

Previous Investigations

In 1938 construction crews at Fontainebleau State Park, which was known then as Tchefuncte State Park, wanted to use shell from the middens at 16ST1 for road construction and improvements. Before this was done, Clarence Johnson, a historian attached to the Civilian Conservation Corps camp assigned to the park, directed excavation of the north half of Midden B. The south half had previously been destroyed by commercial dredging operations. Johnson gridded Midden B into 53 five-foot squares and excavated 36 of them to water level. The squares averaged about 75 centimeters (cm) (2.5 ft) in depth, and although the archaeological deposits extended well below sea level, it was impractial to excavate more than 30 cm (1 ft) below sea level. The vast majority of units were excavated without regard to natural and arbitrary levels. Johnson then turned his material and notes over to the Louisiana Archaeological Survey in Baton Rouge. In 1941 the survey undertook further excavations at the site under the direction of Edwin B. Doran, Jr. First, the site was gridded into five-foot squares that were correlated with Johnson's grid. Then, the remaining portion of Midden B and 600 squares in Midden A were excavated in six-inch levels, usually to the bottom of the midden.

The material and notes from these excavations were subsequently curated at Louisiana State University in Baton Rouge. In 1945, James A. Ford and George B. Quimby reported on the results of these excavations in their classic monograph, *The Tchefuncte Culture, An Early Occupation of the Lower Mississippi Valley*. In this monograph they defined the characteristics of the Tchefuncte culture based on

their analysis of the excavations at 16ST1 and other Tchefuncte sites (e.g., Little Woods [16OR1], Big Oak Island[16OR6], Copell [16VM102], and the Lafayette Mounds[16SM17]). Ford and Quimby reported that the material from Middens A and B included around 49,000 Tchefuncte culture ceramics including Tchefuncte Plain, O'Neal Plain, Mandeville Plain, Tchefuncte Red Filmed, Tchefuncte Stamped, Orleans Punctated, Lake Borgne Incised, Alexander Incised, Alexander Pinched, and Chinchuba Brushed. There were also a few Marksville and Coles Creek period ceramics and some shell tempered ceramics. There were also five Poverty Point-type baked clay objects and 68 fragments of decorated and undecorated clay tubular pipes. Lithics included 169 ovate projectile points, around five leaf-shaped blades, six drills, over 45 scrapers, and around 76 groundstone tools (e.g., plummets, bar weights, abraders and grinding stones, quartz crystals, and soapstone sherds). There were approximately 20 shell tools and numerous worked and unmodified faunal bone. The burials included flexed and bundle burials in pits in the middens and human bone scattered in the middens. Grave goods were absent. This voluminous data helped establish 16ST1, in effect, as the type site for the Tchefuncte culture.

In 1986 Richard Weinstein and Charles Pearson of Coastal Environments, Inc. conducted fieldwork at 16ST1 as part of a 1986 field school for the Louisiana Archaeological Society directed by Dave Davis of Tulane University. They excavated a 1 m x 1 m unit in Midden A in arbitrary 10 cm levels to the water table, which was reached at 30 cm below surface. A metal pipe was placed in the northeast corner of the unit, which served as the datum. The excavated material and field notes were then turned over to Davis. Two radiometric assays were processed from this fieldwork (see below), but the rest of the material has not been analyzed.

In February 2000, archaeologists from the Regional Archaeology Program visited 16ST1 to create an updated map of the site for this National Register of Historic Places nomination (Hays, n.d.). An approximate map of Midden A was constructed using a transit, a tape, and a compass. The surface of the site was also examined and the midden was probed. These investigations determined that there were substantial in situ archaeological deposits in Midden A.

Recent Analyses

Since the publication of the Ford and Quimby monograph, the material recovered from 16ST1 has been the subject of various analyses, including a reanalysis of the Tchefuncte culture ceramics (Rivet 1973), a reanalysis of the human bone (e.g., Lewis 1991) and the faunal bone (Lewis 1995), and an analysis of some of the Mississippian period ceramics from the site (Hays 1999). In 1973 Rivet reanalyzed portions of the Tchefuncte ceramic assemblages from several Tchefuncte sites, including 16ST1, and classified the sherds within the type-variety classification system developed by Phillips (1970) for the Lower Mississippi Valley. Recently, Lewis (1991, 1992, 1994a, 1994b, 1998) reanalyzed the human bone from 16ST1. She documented a number of pathologies in the collection including treponematosis and juvenile rheumatoid arthritis. In Lewis's (1997:31) reanalysis of the faunal bone, she linked bone implements and artifacts "to female work activities and Native American ceremonial/ritual focus on animal cosmologies as well as male hunting activities." Also recently, Hays (1999) analyzed some of the Mississippi period shell and mixed shell and grog-tempered ceramics from Midden B. This sample included typical Lower Mississippi Valley late prehistoric types (e.g., Winterville Incised, Fatherland Incised, and Mississippi Plain).

Radiometric Assays

Four radiometric assays have been processed on material from the site. The first two radiometric assays from 16ST1 were reported in Ford and Webb (1956). Sample # O-30 was run on deer antler from between one and two meters below the surface of the site and it has a corrected and calibrated two-sigma range of 890 to 380 B.C. (Stuiver and Reimer 1993). The other sample was run on inorganic carbon from the same context, but it produced a late date of 800 B.P.±100 , and so it was rejected as probably being contaminated (Ford and Webb 1956:121). The other two assays were processed on rangia shell collected from level three (20-30 cm bd) of the test pit excavated by Weinstein and Pearson in 1986 (Hays and Weinstein n.d.). The corrected and calibrated two sigma range of these two samples is 360 B.C. to A.D. 1 (UGa-5756) and 380 to 40 B.C. (UGa-5756). These dates suggest that 16ST1 was occupied several hundred years later than the two other large Tchefuncte middens in southeast Louisiana (i.e., Big Oak Island and the Bayou Jasmine site) (Hays and Weinstein n.d.).

SIGNIFICANT DATES:	900 B.C. - A.D. 1
CULTURAL AFFILIATION:	Tchefuncte
CRITERION:	D

16ST1 is an exceptionally important prehistoric site since it is in effect the type site for the Tchefuncte culture and it is one of the more extensive and well preserved shell middens associated with the culture. The Tchefuncte culture is one of the most well known and well documented prehistoric groups in the Lower Mississippi Valley and Gulf Coast. Ceramics of this culture have been found in sites ranging from eastern Texas to eastern Florida, and from coastal Louisiana to southern Arkansas (Jeter et al. 1989). Consequently, 16ST1 and its contents can be considered fundamental to archaeologists' interpretation and understanding of southeastern prehistory.

On the basis of Ford and Quimby's monograph and subsequent studies (e.g., Byrd 1994; Hays and Weinstein n.d.; Shenkel 1984; Weinstein 1995), the Tchefuncte culture can be defined as follows. The Tchefuncte people were primarily hunter-gatherers who lived in small hamlets in the Lower Mississippi Valley and adjacent Gulf Coast between c.1000 B.C. and A.D. 200. Most Tchefuncte sites have been found along the coast of Louisiana and they typically consist of large shell middens, such as 16ST1. Their artifact assemblages usually include large amounts of pottery, some ovate to contracting stem points (e.g., Gary points), and bone tools. Typically they buried their dead in shell middens with no grave goods. However, a few small Tchefuncte burial mounds have been found in the northeast and southwest parts of Louisiana. The mounds are typically adjacent to a village and the burials have flexed skeletal remains and no grave goods.

The archaeological remains associated with 16ST1 have provided a wealth of important data on the Tchefuncte culture. For example, Lewis's (e.g., 1991) research on the human bone has documented a number of poorly understood pathologies, and her research on the faunal bone explored Tchefuncte ritual practices and cosmology (Lewis 1997). The research on Tchefuncte ceramics by Ford and Quimby (1945) and later by Rivet (1973) has provided a ceramic typology that is used by archaeologists throughout the Lower Mississippi Valley and Gulf Coast to understand the cultural and historical relations of the Tchefuncte culture.

Since substantial portions of Midden A are in situ, the archaeological remains from the site have the potential to address many additional important research issues in the future. These include, for example, additional data on Tchefuncte burial practices, data on Tchefuncte use of plant and floral remains, and information on the transition in the region from the preceeding Poverty Point culture to the Tchefuncte culture and from the Tchefuncte culture to the Marksville culture. In summary, since Midden A at 16ST1 contains substantial in situ remains, it can contribute enormously to our understanding of Tchefuncte lifeways. Therefore, the Tchefuncte site is of national significance and can contribute to our overall understanding of Tchefuncte culture in Louisiana and the southeastern United States.

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Historic Name:	Rankin House
Other Names:	
Address:	61467 Jacques Lemieux Boulevard
City:	Mandeville
Parish:	St. Tammany
State:	LA
Zipcode:	70445
Status:	National Register
Date Placed on National Register:	3/19/1991
Level of Significance:	State
Area of Significance:	Politics/Government, Architecture
Property Type:	Urban Residence
Architectural Style:	Moderne
Architect:	
Theme:	Local History, Anglo-American Architecture

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Rankin House

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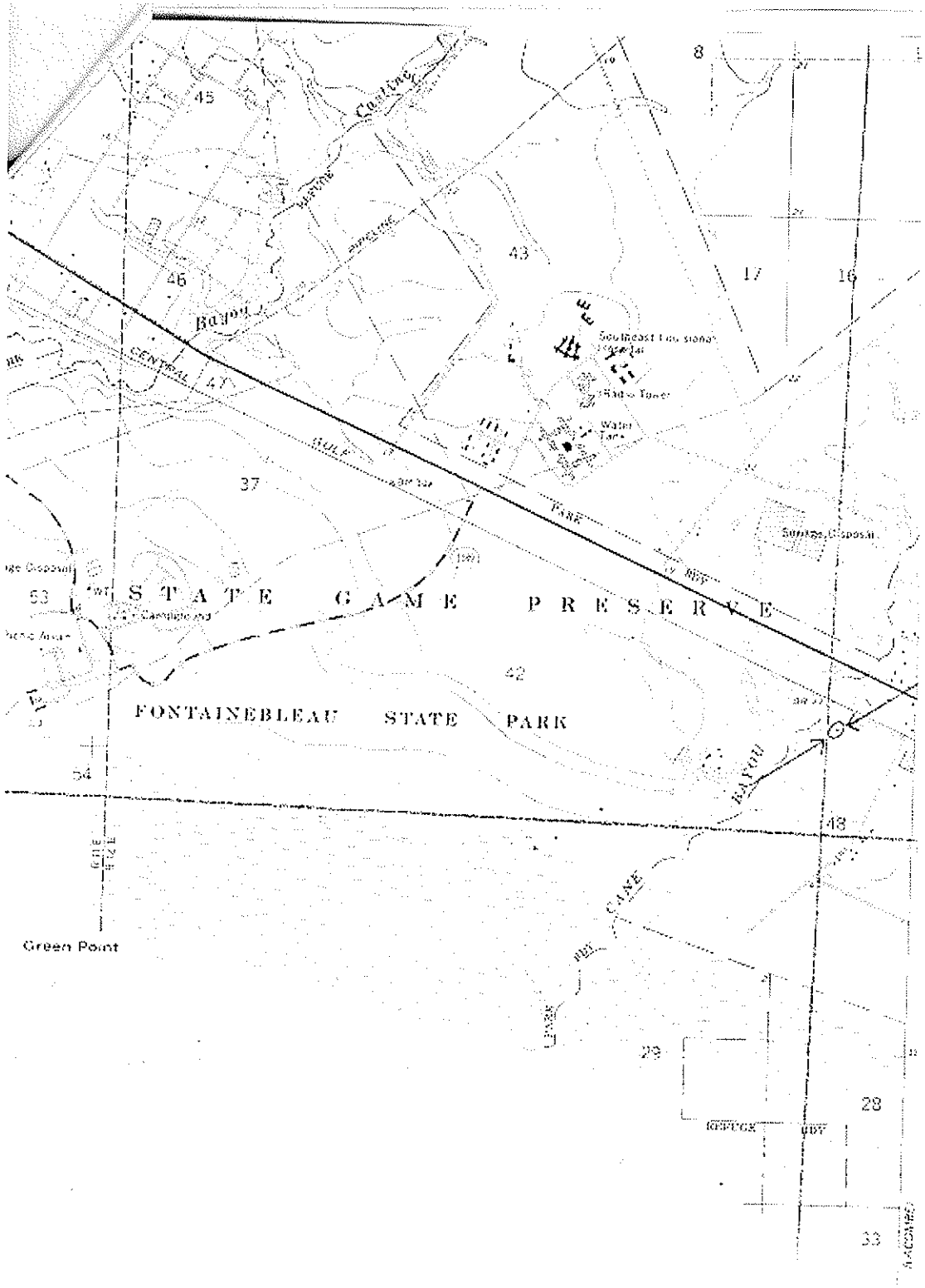

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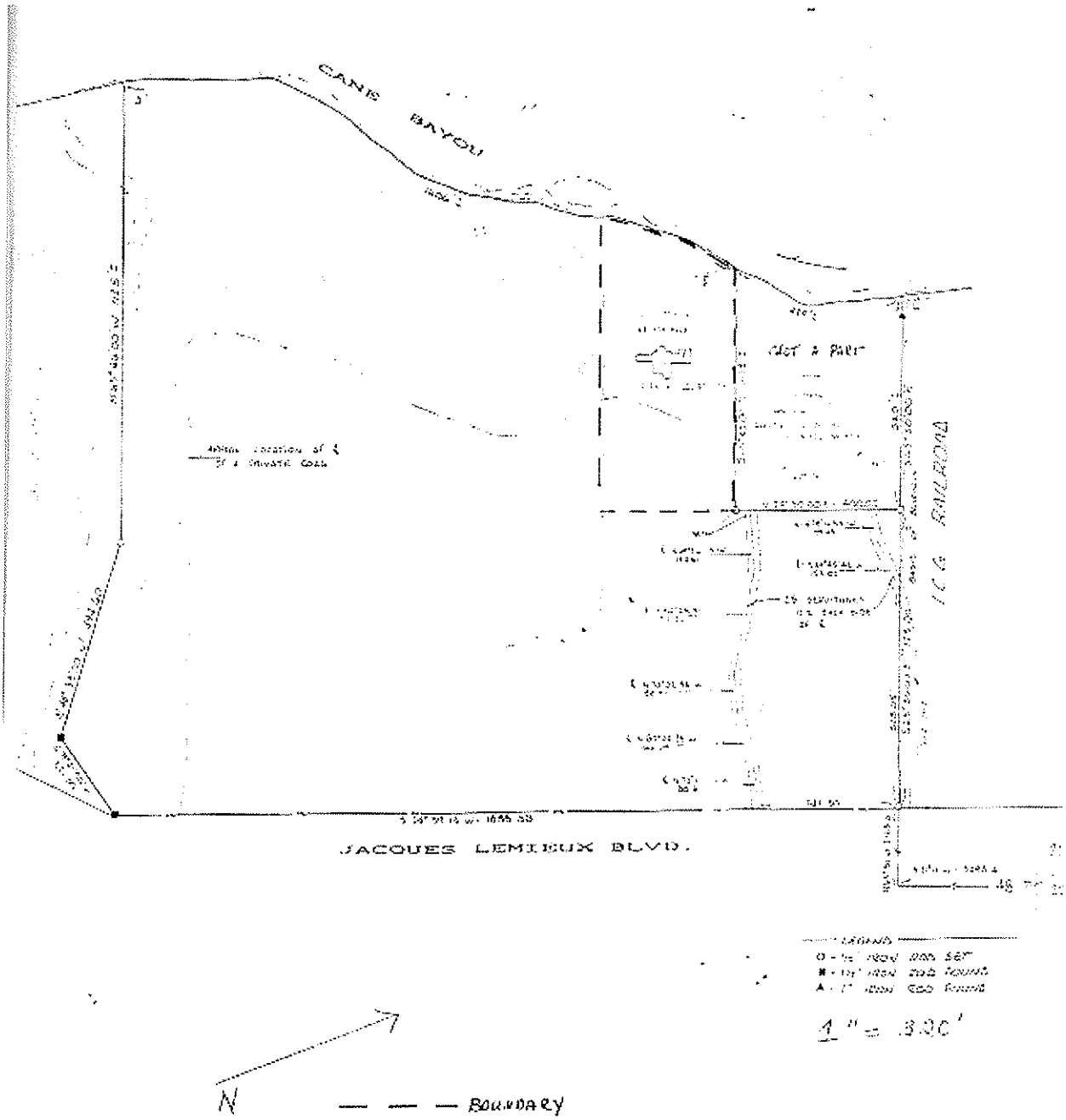

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Historic Name:	Cousin, Francois House
Other Names:	
Address:	28061 Main Street
City:	Lacombe
Parish:	St. Tammany
State:	LA
Zipcode:	70445
Status:	National Regist er
Date Placed on National Register:	9/16/2002
Level of Significance:	Local
Area of Significance:	Architecture
Property Type:	Creole Cottage
Architectural Style:	Other: French Creole
Architect:	
Theme:	Creole Architecture

Documents	Pictures	Maps
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	52033007.jpg	

The Francois Cousin house is a French Creole residence reflecting two major periods of construction. An early house of unknown date was enlarged c.1820, as explained below. Originally the house was in a completely rural setting on Bayou Lacombe. Subsequently the small community of the same name grew up around it. Today the house occupies roughly a three acre parcel with the bayou at the far rear. Numerous quite old live oaks and other trees provide a lush, verdant setting. Despite numerous changes over the years, some notable, the Cousin house has a strong French Creole character.

The Cousin house has a complex history of construction. The following is an analysis based upon visible architectural evidence. The briquette entre poteaux (brick between posts) main block is three rooms wide and two rooms deep with Federal style detailing and an impressive Norman truss roof structure. While upon first glance the house may appear to have been built all at one time, certain constructional clues indicate otherwise. Evidently the easternmost two rooms are older than the other rooms. The rhythm of the Norman truss roof structure breaks, indicating two separate periods of construction. The eastern part of the house makes provision for a kingpost mortised into the beams. The western part does not. (Generally speaking, the more complex the roof structure, the earlier the construction.) Secondly, there is a break in the pattern of supporting piers, with massive piers under the eastern part – piers almost twice as large as those under the western part. Thirdly, there is a doorway between the eastern and western parts that was obviously once a window (i.e., showing what was once the end of the house). An anomaly to the foregoing is the absence of evidence in the attic of where an end wall would have been. (In short, if the eastern two rooms were originally free-standing one should see evidence of this in the attic. The lack thereof can only be explained by a complete reworking of the roof structure when the addition was made.) Because virtually all of the house's stylistic details date from the period of the addition (c.1820) and because constructional clues are not as precise, it is impossible to date the original two rooms. For the purposes of the data retrieval portion of this form, the date of the enlarged house (c.1820) will be used.

Because of the Cousin house's early date, it is strongly French Creole in character. French Creole features include the hall-less floorplan, the Norman truss roof, briquette entre poteaux construction with French angle braces, two mantelpieces that wrap around the great central chimney (western addition), openings for French doors, and some surviving exposed beaded ceiling beams. The Federal mantelpieces feature end blocks atop engaged, turned, half-round, tapered columns. The sides feature bolection panels. The façade fenestration pattern of French door openings and windows is also typically French Creole in that it makes no attempt at regularity or symmetry. The openings feature a delicate molding typical of the Federal period.

The Cousin house has received various alterations through its long life, as follows:

1. As enlarged c.1820, the house had a gallery across the front. The gallery ceiling featured exposed beaded beams, most of which are still extant above the current porch ceiling. Sometime in the late nineteenth century the original outer rafters were removed and a lighter structure put in place. This work included the addition of a side gallery which created a gablet roof. The current tongue and groove porch ceiling probably dates from this time. Steps were added to create a corner entrance to the new enlarged gallery. The present gallery posts are twentieth century. The original plate for the front gallery is extant, enabling one to see where the original columns fitted in. This gives not only the original spacing but confirmation that originally they were solid and relatively diminutive (as opposed to boxed plank). In addition, clues to the original railing survive in a board at the corner of the front gallery. Its five empty slots strongly suggest that originally there were five horizontal planks – like a fence, which is most unusual.

2. In the early twentieth century a large addition was made to the rear under an extended shed roof. This construction necessitated adding new extended rafters to the original roof ridge and replacing some older rafters on the old rear roof plane. It also obliterated any visible evidence of whether or not the house originally had a rear gallery.

3. Ax marks on the framing members indicate that originally the walls were plastered over both inside and out.

4. About 15% of the interior briquette entre poteaux is missing. The most serious loss is the entire wall separating the middle front and rear rooms.

5. Most of the original windows and doors are either long gone or have been moved around.

6. One wraparound mantel survives unscathed, while its identical companion has been partially dismantled, but all the pieces are in the room. Sadly, the entire mantelpiece has been badly damaged by sandblasting. The mantel for the end wall of the eastern side is in storage on the property. It appears that it is identical or very similar in design to those on the western side, indicating that the mantels all date from the c.1820 expansion.

7. Sandblasting has also damaged interior beaded exposed beam ceilings and the fenestration surrounds on the façade.

8. There have been various cosmetic alterations on the interior, including the covering of a few walls with beaded board (c.1900) and the replacement of door and window frames.

Assessment of Integrity:

The Cousin House admittedly has suffered various insensitive treatments and alterations (all by previous owners). But on the other hand, so much remains of its early French Creole character -- features that define the French Creole look such as briquette entre poteaux construction with French angle braces, the irregular façade fenestration pattern, most of the floorplan (without halls), the overly built Norman truss roof (something that survives in only the earliest of houses in Louisiana), exposed beaded beam ceilings, and its central chimney with mantels that wrap around the flue. In short, the house is still able to convey its identity, alterations notwithstanding.

SIGNIFICANT DATES: c. 1820
ARCHITECT/BUILDER: Unknown
CRITERION: C

The Francois Cousin House is of local architectural significance as a rare survivor to represent St. Tammany's earliest architecture (French Creole). In fact, it is one of only a very small number of buildings in the parish dating from before the Civil War.

Located on the north shore of Lake Pontchartrain, St. Tammany is predominantly rural, although there are three good-size towns (Covington, Mandeville and Slidell) and several small ones (including Lacombe). The earliest settlement was in lower St. Tammany (between today's Interstate 12 and Lake Pontchartrain). For many years the French dominated this area. They arrived in the 1720s and their influence continued well into the nineteenth century. For example, Creole planter Bernard de Marigny subdivided his North Shore plantation in 1835 to create the town of Mandeville.

Given this early settlement pattern, one would expect lower St. Tammany to contain a fair number of French Creole dwellings and buildings reflecting other pre-Civil War architectural influences. However, the parish experienced substantial growth during the late nineteenth and early twentieth centuries due to the area's popularity as a health resort and the lumber and shipbuilding industries. For this reason, the vast majority of the parish's buildings date from this later period. A recently completed survey of lower St. Tammany found that of approximately 1,400 buildings which are 50 years old or older, only 24 are of pre-Civil War vintage. Although upper St. Tammany has not yet been surveyed, LA SHPO staff know of very few early buildings in this area. Among the perhaps 30 pre-Civil War buildings in the entire parish, less than six are in the French Creole style. With its abundance of character-defining features, the Cousin House is a rare survivor to convey the look of early St. Tammany. The Federal style wraparound mantels are particularly outstanding. The LA SHPO staff knows of no other French Creole house in the parish with woodwork of this quality.

Historical Note:

The candidate is one of two Francois Cousin houses in St. Tammany (both French Creole). The other, already listed on the National Register, is on Bayou Liberty near Slidell, several miles to the east of the candidate. Cousin settled in the area in the late 1700s and became one of its largest landowners. He died in October 1819.

The two French Creole houses are roughly contemporaneous. Cousin's exact period of occupancy in each of the two houses is not known. (He could have divided his time between what were originally two large land holdings.) Both

houses are known to local historians by the Francois Cousin name.

Cousin's succession, as quoted in a local newspaper story, described his Bayou Lacombe plantation (the candidate) as having "a dwelling house, kitchen, other small houses, two barns, poultry house, a dozen Negro huts, [and a] cooper's shed."

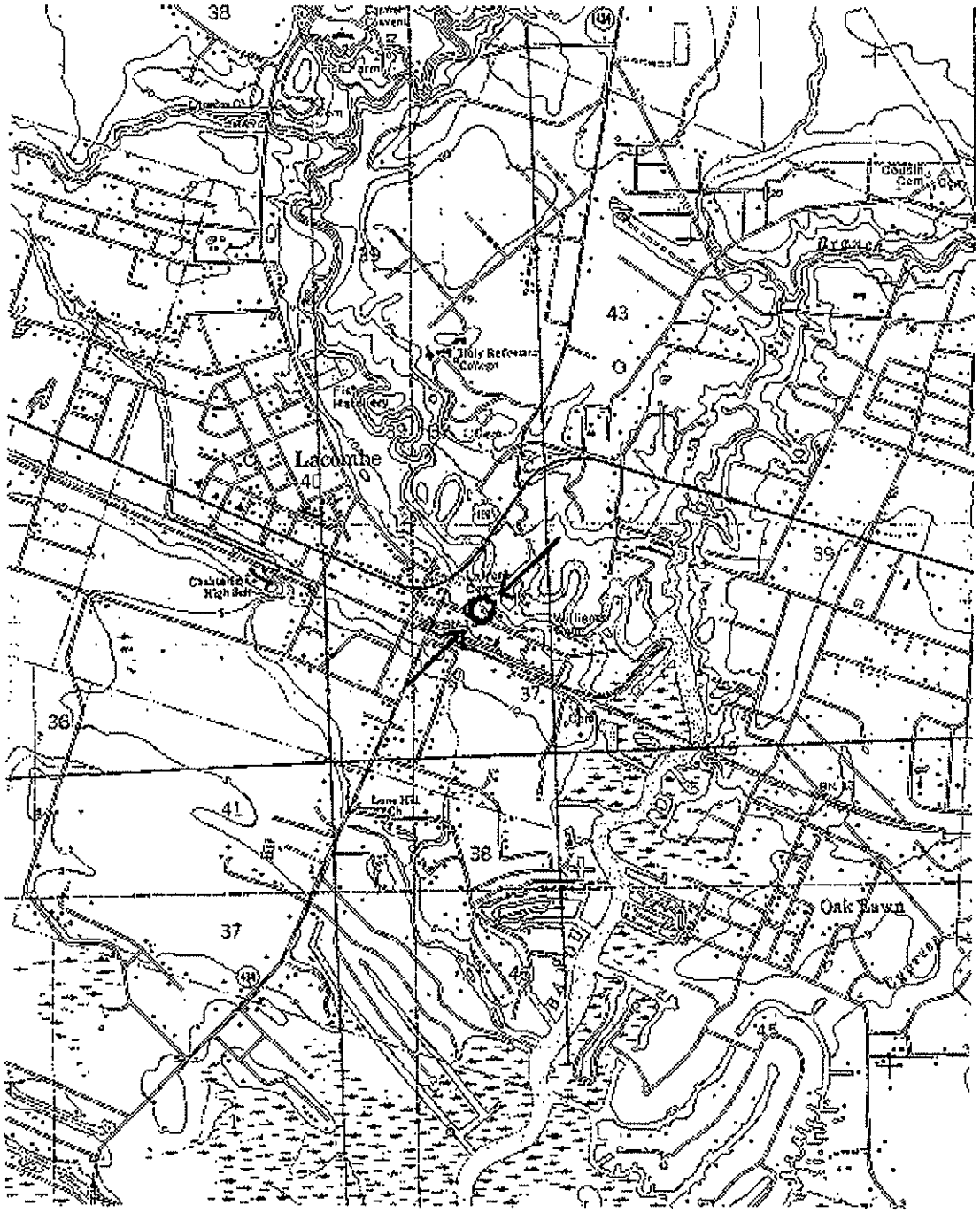
As detailed in Part 7, the candidate was enlarged/remodeled to its present appearance circa 1820. This work could have been done during Cousin's lifetime, or it just as easily could have been done soon after his death.

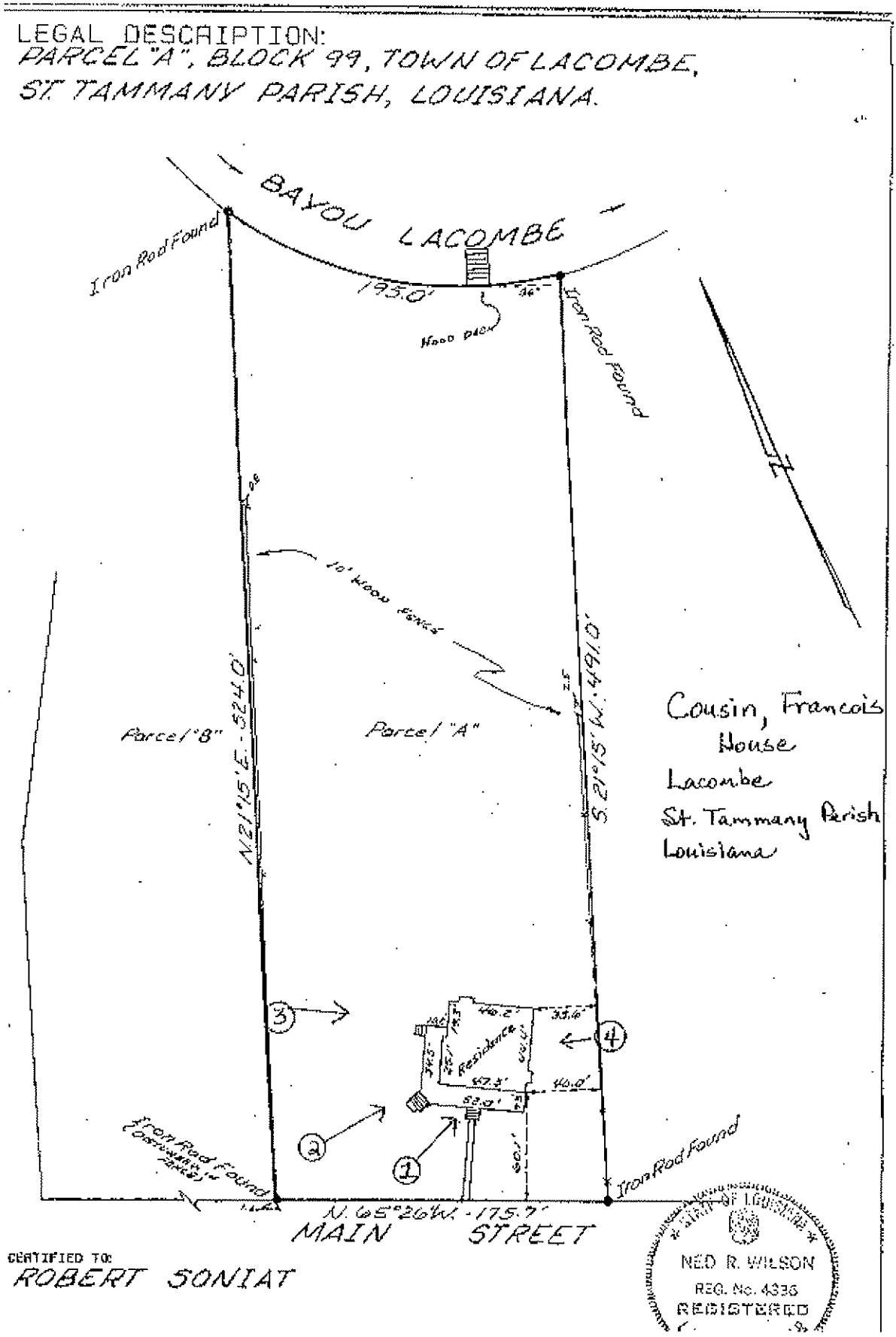
BIBLIOGRAPHY:

Standing structures survey of lower St. Tammany Parish, Louisiana Division of Historic Preservation.

Cousin, Francois House

Back to Data





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Louisiana
National Register of Historic Places

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Page 2 of 2

back
Page 1

Historic Name:	Lacombe School
Other Names:	Lacombe Museum
Address:	corner of St. Mary and 14th Streets
City:	Lacombe
Parish:	St. Tammany
State:	LA
Zipcode:	70445
Status:	National Register
Date Placed on National Register:	11/8/1990
Level of Significance:	Local
Area of Significance:	Education
Property Type:	School
Architectural Style:	No Style
Architect:	
Theme:	Education

Documents	Pictures	Maps
52011001.pdf	52011001.jpg	52011101.jpg
	52011002.jpg	52011102.jpg

Describe present and historic physical appearance.

The Lacombe School (1913) is a one story, two room, frame schoolhouse located on the Lacombe Junior High School property in the old residential section of the small community. The modern junior high complex is linked to the old building by means of a covered walkway. The old school itself is very well-preserved, but there has been a noticeable side wing attached at the rear.

The Lacombe School is a plain building with a tripped tin roof. The principal feature of the facade is a pedimented entrance porch with cloakrooms on either side. The open space between the cloakrooms is highlighted by curving brackets. There are two doors, one leading into each classroom. Windows are grouped in sets of three. Sometime in the 1930s two restrooms and an office were added to the rear. They were serviced by a open hallway running parallel to the main building. In the 1940s a side lunchroom wing was attached at the south-east (rear) corner abutting the restroom/office addition. The other end of the once open hallway between the school and restroom/office addition has since been filled in with a door.

The beaded board interior basically retains its historic appearance. The building is now being used as a museum, and some of the wall surface is obscured by removable exhibit boards.

Assessment of Integrity:

Although the side wing attached art the rear corner is unsightly, it almost appears to be a separate building. The old school dominates and would immediately be recognizable to its students during the historic period.

Significant dates 1913-1940
Architect/Builder unknown
Criterion A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Lacombe School is of local educational significance because it was the only means of receiving an elementary education within the community. The period of significance spans from 1913, when classes began, until 1940. (The school continued in the same role well into the post World War II era; hence the fifty year cutoff is being used for the ending date.)

The Lacombe School was established through the generosity of John H. Davis, Sr., who is generally regarded as the "father of Lacombe." Davis had the small settlement surveyed in 1908 under the name Oaklawn, but in 1910 the postal authorities denied the use of this name because of its similarity to another post office name. The post office instead was given the name Lacombe, after Bayou Lacombe, where the village is located. The economy of the community was based on lumber, agriculture and brickyards.

Realizing the need for a school for Lacombe, Davis in July 1912 donated land for said purpose and provided for the construction of a building. During the period of significance, grades 1-6 were taught by either one or two teachers. The school was the only one in the community, and had it not existed, children would have had to go to either Mandeville or Slidell (8 and 10 miles respectively). While such a distance is negligible today, one must remember that rural roads of the period were gravel and automobiles moved slowly. Such an obstacle would have prevented many

children from attending school on a regular basis. Although there are no attendance records for the Lacombe School, photos of graduating classes and recollections of former students indicate that enrollment was anywhere from a dozen or so in the early years to around forty in the late '30s. One room of the Lacombe School was still being used for educational purposes as late as 1986.

Major Bibliographical References

St. Tammany Parish Conveyance Records.

Ellis, Frederick S. St. Tammany Parish: L'Autre Cote du Lac. Gretna, Louisiana: Pelican Publishing Company, 1981

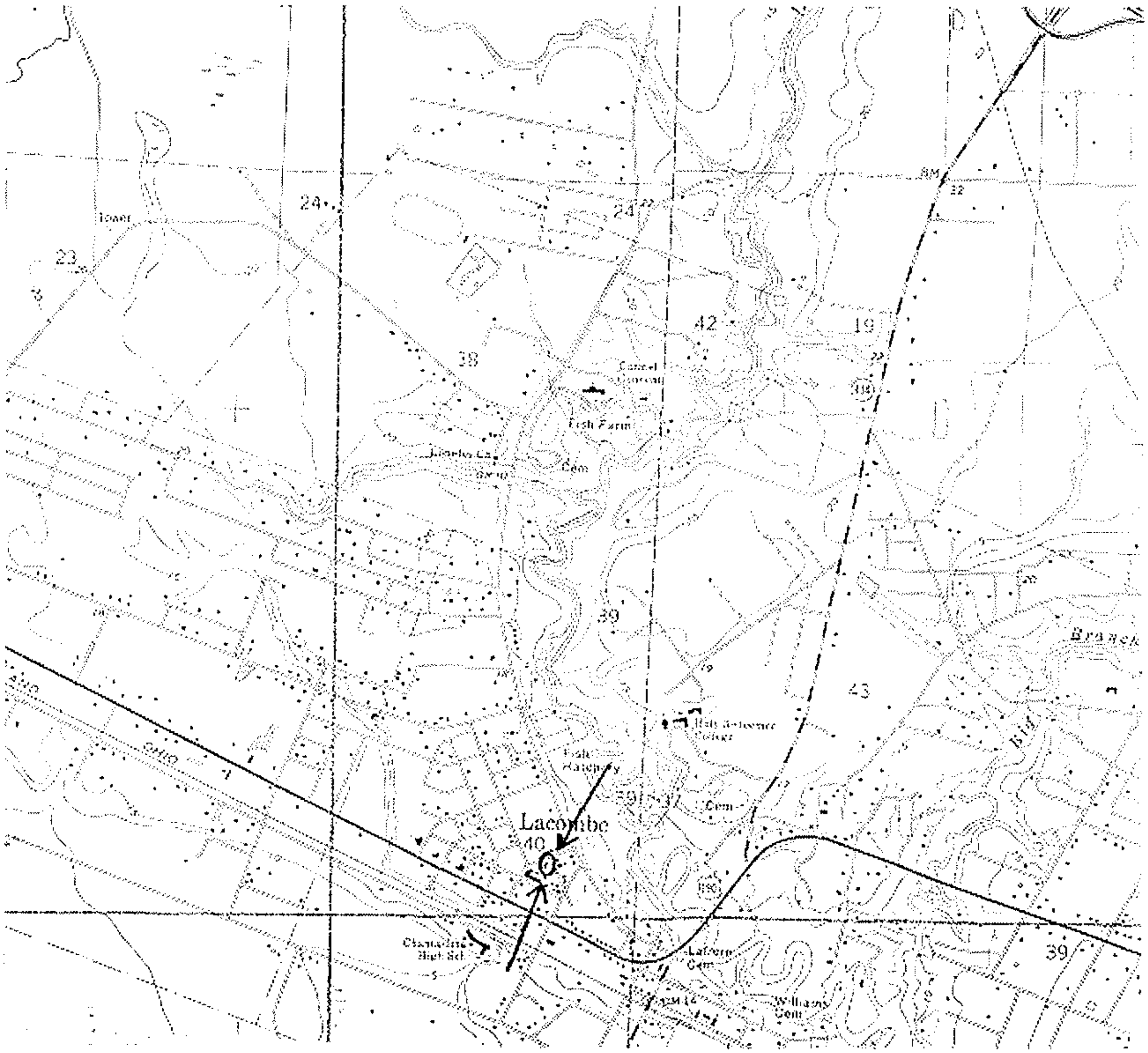
Written Recollections of Marjorie Davis Moran, Lacombe native and granddaughter of John H. Davis, Sr. Mrs. Moran attended school in the nominated building, beginning in 1925.

Interviews conducted by Mrs. Moran with various teachers and students of the school during the historic period.

Primary sources (including old photos) on exhibit at the Lacombe Museum.

Lacombe School

Back to Data



Lacombe School

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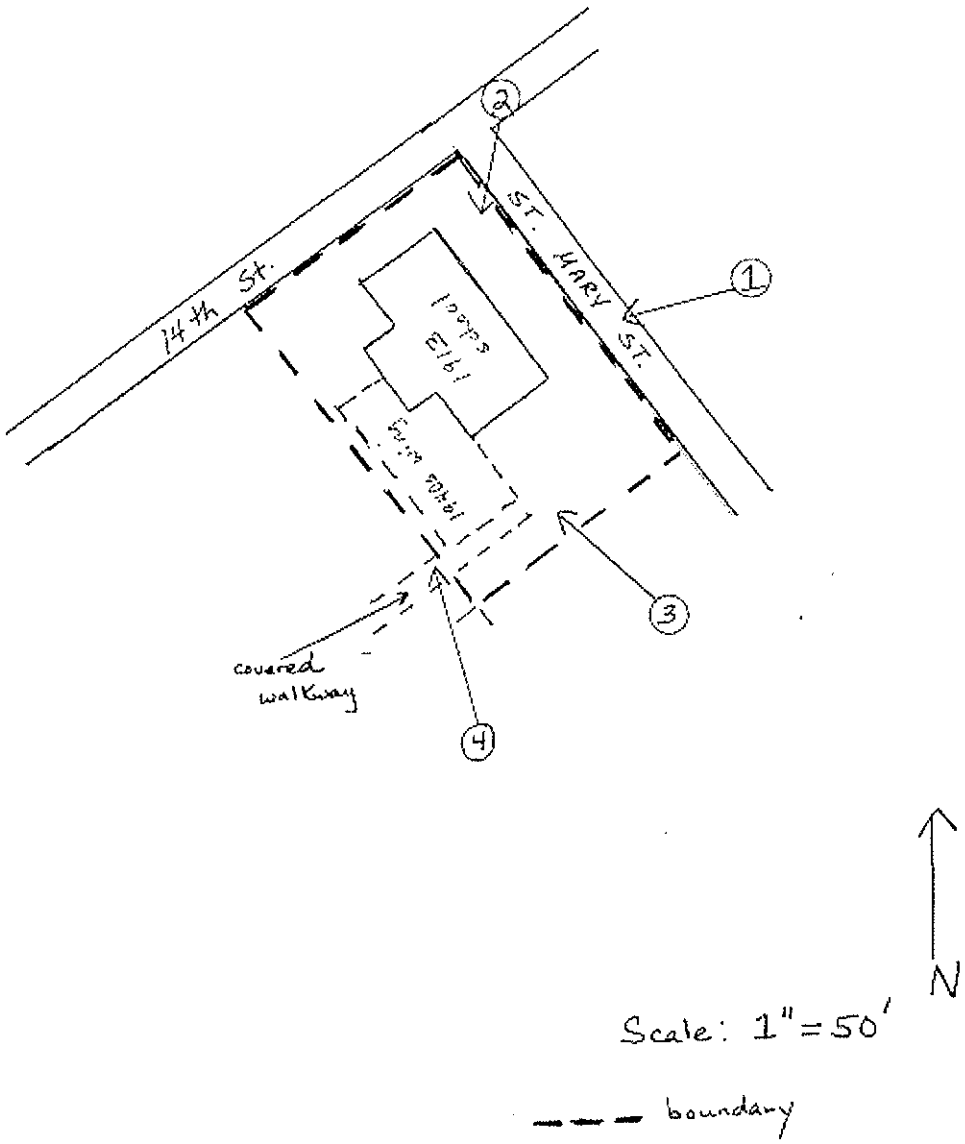

Threatened/ Endangered Species

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

THREATENED & ENDANGERED TABLE

Quick Link

TABLE LAST UPDATED - 2007

Common Name	Scientific Name	Federal Status	State Status
Plants			
American chaffseed	Schwalbea americana	E	*
earthfruit	Geocarpon minimum	T	*
Louisiana quillwort	Isoetes louisianensis	E	*
Invertebrates			
American burying beetle	Nicrophorus americanus	E	E
fat pocketbook	Potamilus capax	E	*
inflated heelsplitter	Potamilus inflatus	T	T
Louisiana pearlshell	Margaritifera hembeli	T	E
pink mucket	Lampsilis abrupta	E	*
Amphibians			
Dusky gopher frog	Rana sevosa	E	*
Fish			
pallid sturgeon	Scaphirhynchus albus	E	E
Gulf sturgeon	Acipenser oxyrhinchus desotoi	T	T
pearl darter	Percina aurora	C	*
Alabama shad	Alosa alabamae	C	*
Reptiles			
green sea turtle	Chelonia mydas	T/E	T
hawksbill sea turtle	Eretmochelys imbricata	E	E
Kemp's Ridley sea turtle	Lepidochelys kempii	E	E
leatherback sea turtle	Dermochelys coriacea	E	E
loggerhead sea turtle	Caretta caretta	T	T
gopher tortoise	Gopherus polyphemus	T	T
ringed map turtle	Graptemys oculifera	T	T
black pine snake	Pituophis melanoleucus lodingi	C	*
Louisiana pine snake	Pituophis ruthveni	C	*
Birds			
brown pelican	Pelecanus occidentalis	E	E
bald eagle	Haliaeetus leucocephalus	T	E
peregrine falcon	Falco peregrinus		T/E
Attwater's greater prairie chicken**	Tympanuchus cupido attwateri	E	E
whooping crane**	Grus americana	E	E
Eskimo curlew**	Numenius borealis	E	E
piping plover	Charadrius melodus	T/E	T/E
interior least tern	Sterna antillarum athalassos	E	E
ivory-billed woodpecker**	Campephilus principalis	E	E
red-cockaded woodpecker	Picoides borealis	E	E
Bachman's warbler**	Vermivora bachmanii	E	E
Mammals			
manatee	Trichechus manatus	E	E
blue whale	Balaenoptera musculus	E	E
finback whale	Balaenoptera physalus	E	E
Sei whale	Balaenoptera borealis	E	E
sperm whale	Physeter macrocephalus (= P. catodon)	E	E
red wolf**	Canis rufus	E	*
Louisiana black bear	Ursus americanus luteolus	T	T
Florida panther**	Felis concolor coryi	E	E

*Unlisted
**Extinct or nearly extinct in Louisiana

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Rare Plants of Louisiana

Isoetes louisianensis – Louisiana quillwort
Quillwort family (Isoetaceae)

Rarity Ranks: S2/G2/Fed. listed endangered

	1	2	3	4	5
State					
Global					
	imperiled		rare		secure

Range: AL, LA, MS

Recognition:

- Plants sedge-like and growing in and along small streams
- Leaves weak and droopy, arranged in whorls radiating from a central point
- Leaves with 4 air chambers visible in cross-section, two above and two below
- Leaves semi-circular in cross-section (true sedges may look similar at a glance but their leaves are often triangular in cross-section and stiffer)

Time When Evident: Winter through Spring – plants go dormant during dry late summer and fall months, but may remain evident during these months if rainfall continues

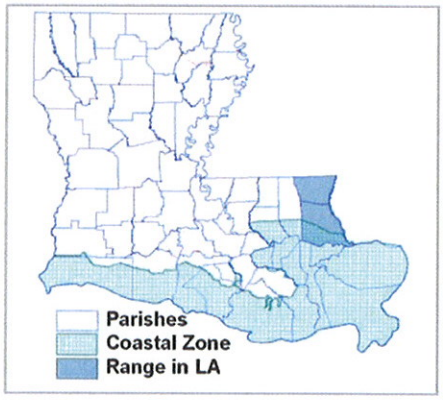
Light Requirement: Usually found in shade of forest canopy, but can occur where no overstory is present (e.g. beside a bridge).

Wetland Status: OBL - almost always occurs in wetlands

Habitats: Small blackwater streams (water often tea-colored, stained with tannins released from leaf decomposition), often on sand/gravel/mud bars and stream banks. During higher water plants may be partially submersed and leaves may be seen trailing in the current. Adjacent forest type is small stream forest, with laurel oak (*Quercus laurifolia*), water oak (*Q. nigra*), loblolly pine (*Pinus taeda*), sweetbay magnolia (*Magnolia virginiana*), and swamp blackgum (*Nyssa biflora*). Coarser, more stable substrate is apparently preferred and Louisiana quillwort is not usually rooted in soft fine mucky substrate.

Threats:

- Dredging and channelizing streams
- Damming of streams to create ponds or reservoirs
- Siltation of streams from upslope activities
- Off-road vehicles and logging equipment impacts

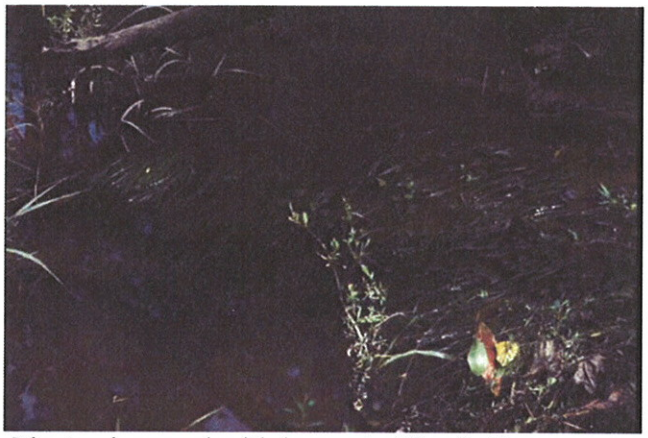


Beneficial management practices:

- Refrain from dredging and channelizing streams and do not create any other modifications to the stream flow hydrology
- Follow Best Management Practices with respect to Streamside Management Zone width (perhaps being more

generous) and stream crossings, avoid quillwort colonies when planning stream crossings
- Disallow off-road vehicle access in streams

Louisiana quillwort on gravelly substrate.



Plant submersed with leaves trailing in the current

Louisiana quillwort growing in a semi-aquatic situation.

Robust plant in opening near a bridge.

References:

Kral, R. 1983. A report on some rare, threatened, or endangered forest-related vascular plants of the South. Vol. 1. USDA Forest Service, Tech. Publ. R8-TP2: 1-718.

Leonard, S. W. No year. *Isoetes louisianensis* Thieret. Unpublished Factsheet. The Nature Conservancy, Camp Shelby, Mississippi.

NatureServe. 2006. NatureServe Explorer: An online encyclopedia of life [web application]. Version 6.1. NatureServe, Arlington, Virginia. Available http://www.natureserve.org/explorer.

Thieret, J. W. and G. Landry. *Isoetes louisianensis* (Isoetaceae), a new species from Louisiana. *Sida* 5(2): 129-130. 1973.

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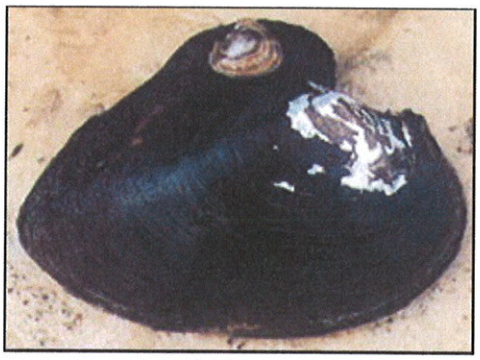
Funding provided by the Louisiana Department of Wildlife and Fisheries and the Barataria-Terrebonne National Estuary Program

Rare Animals of Louisiana

Inflated Heelsplitter

Potamilus inflatus



Steve Shivley, LDWF, *Adult & Young*

Rarity Rank: S1/G1G2Q

	1	2	3	4	5
State					
Global					
	imperiled		rare		secure

Identification:

- A large freshwater mussel that may reach 140 mm (5.5 in) in length
- The shell is oval in shape with thin, flared margins
- The outer shell is typically brown to black with a pink to purple nacre (mother of pearl)
- The dorsal (upper) margin of the shell extends upward into a high thin "wing"
- The mussel digs into the bottom of rivers, with the wing pointing upward, hence the name "heelsplitter"

Habitat:

Flowing rivers with stable sand or silt bottoms

Food habits:

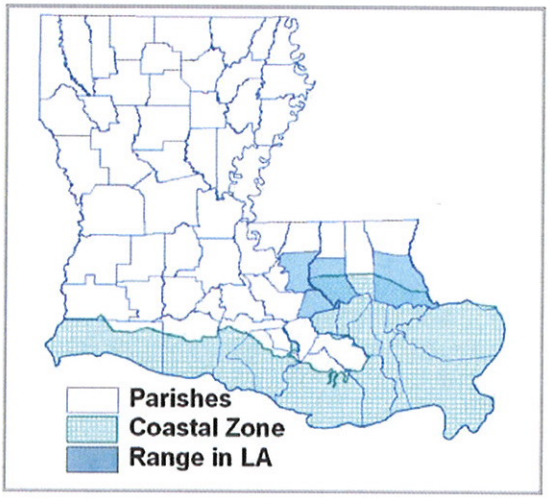
Mussels are filter feeders that extract plankton and detritus by pumping water through their siphons

Range:

AL, LA, MS

Reproduction:

- Most freshwater mussels have a parasitic stage in which the glochidia (larvae) attach to the gills or fins of certain types of fish
- The host fish for this species is the freshwater drum



Range based on occurrences in Natural Heritage database

Threats:

- Sand and gravel mining
- Channel alterations and impoundments for navigation and flood control

Beneficial Management Practices:

- Prevent erosion and siltation
- Follow Best Management Practices for Streamside Management Zones, possibly increasing width
- Limit sand and gravel mining

LA River Basins:

Pearl, Pontchartrain

DUSKY GOPHER FROG

Quick Link

Back

? Suzanne L. Collins, The Center for North American Herpetology
www.cnah.org

Rana sevosa

Federal status: Endangered (December 4, 2001)
State status: unlisted

Description: This stout frog, generally 6-9 cm snout-vent length, has dorsolateral ridges and is uniformly dark above or with irregular dorsal spots lacking light borders; its throat and belly region is generally pigmented, often heavily so (though the young have less spotting, especially on the abdomen); warts are prominent on dorsum. The Mississippi Gopher frog requires open, grassy seasonal (i.e., fishless) wetlands for successful reproduction. Adults move to breeding site in association with heavy rains, usually February-March. Fist-sized egg masses, containing 2,000 or more eggs, are typically attached to stems of emergent vegetation. Metamorphs typically exit the ponds in May.

Habitat: Upland sandy habitats historically forested with longleaf pine and isolated temporary wetland breeding sites imbedded within this forested landscape. This frog spends the majority of its life in or near underground refugia as abandoned mammal burrows and holes in and under old stumps.

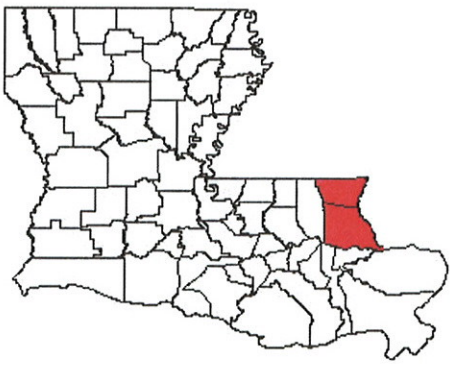
Distribution: Formerly occurred in the Coastal Plain west of Mobile Bay from Alabama to Mississippi and eastern Louisiana; it is now known from a single site in Mississippi.

Reasons for decline:

1. Lost of suitable habitat caused by modern siviculture practices and fire suppression as well as the degradation of breeding ponds by ditching, off- road-vehicles use, and fish stocking;
2. Genetic isolation;
3. Inbreeding;
4. Drought.

Conservation efforts:

1. It has been recommended the establishment of a 1000-m protected buffer around the primary breeding site and each of two other potential breeding ponds;
2. Recent growing-season burns around the remaining breeding pond have improved habitat conditions, but the frequency and extent of burning need to be improved;
3. There is the need to determine basic life history.



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Rare Animals of Louisiana

Pallid Sturgeon

Scaphirhynchus albus

Guy LaBranche, La. Dept. of Wildlife & Fisheries

Rarity Rank: S1/G1

	1	2	3	4	5
State	■				
Global	■				
	imperiled		rare		secure

Identification:

- Relatively large, cylindrical fish with shovel-shaped head and slender tail base
- Tail fin 2-lobed with top lobe larger than bottom, terminating in a long filament
- Mouth is placed on the underside of the head and is preceded by several fleshy barbels
- Can be separated from the similar and more common shovelnose sturgeon (*S. platorhynchus)* by the absence of bony plates on the belly
- Grayish-white above and white below
- Adults typically range between 19.5 and 31.2 inches in length and up to 65 lb in weight
- The pallid sturgeon is one of the most poorly known and infrequently recorded freshwater fishes in North America

Habitat:

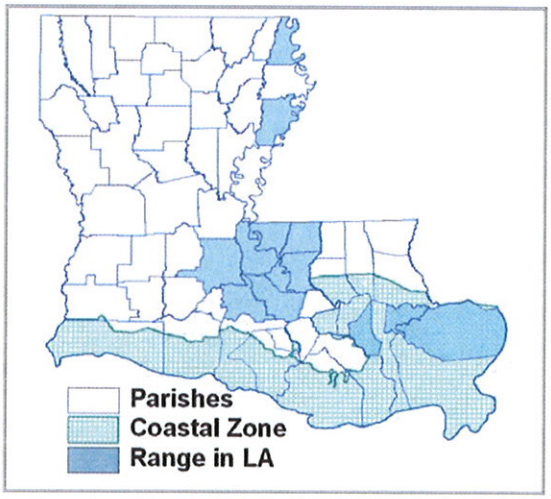
- Large rivers in Southeast United States
- The species apparently prefers the main channels of excessively turbid rivers in areas with strong currents over firm sandy bottom

Food habits:

Aquatic insects and small fishes comprise a majority of the diet

Range:

- AR, IA, IL, KS, KY, LA, MO, MS, MT, ND, NE, SD, TN
- Almost entirely restricted to the Missouri and lower Mississippi rivers
- In Louisiana, this species was formerly thought to be restricted to the main channel of the Mississippi River; however, recent data indicate that the species also exists in the Atchafalaya River



Range based on occurrences in Natural Heritage database

Reproduction:

- Spawning takes place in the spring or early summer

Threats:

- Channelization of rivers and construction of reservoirs eliminates spawning habitat, blocks access to remaining spawning sites and alters prey availability
- Man-caused changes in habitat and water quality have apparently greatly reduced successful reproduction in recent years
- Interbreeding with shovelnose sturgeons

Beneficial Management Practices:

- Protect from harvest
- Little is known about the life history of this species, research would be beneficial

LA River Basins:

Atchafalaya, Mississippi, Pontchartrain,

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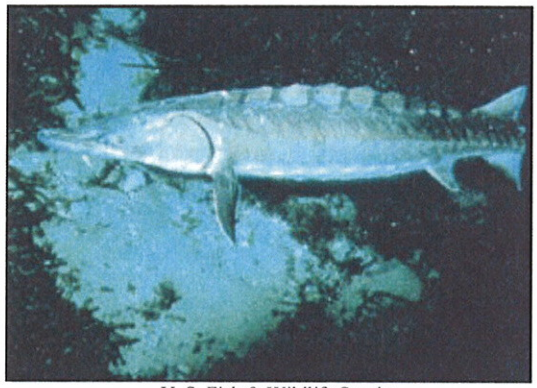
Funding provided by the Louisiana Department of Wildlife and Fisheries and the Barataria-Terrebonne National Estuary Program

Rare Animals of Louisiana

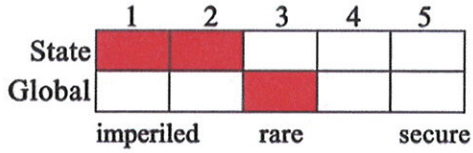
Gulf Sturgeon

Acipenser oxyrinchus desotoi



U. S. Fish & Wildlife Service

Rarity Rank: S1S2/G3T2



Identification:

- Large, primitive, relatively stocky, cylindrical fish
- Head elongated and wedge-shaped
- Four fleshy barbels in front of the mouth, which are positioned on the underside of the head
- Five rows of bony plates on each side with a prominent dorsal ridge
- Tail fin 2-lobed, with upper lobe longest
- Spiracle above each eye
- Light to dark brown above, pale below
- Adult specimens range between 1.8 to 2.4 m total length and may weigh as much as 100 kg

Habitat:

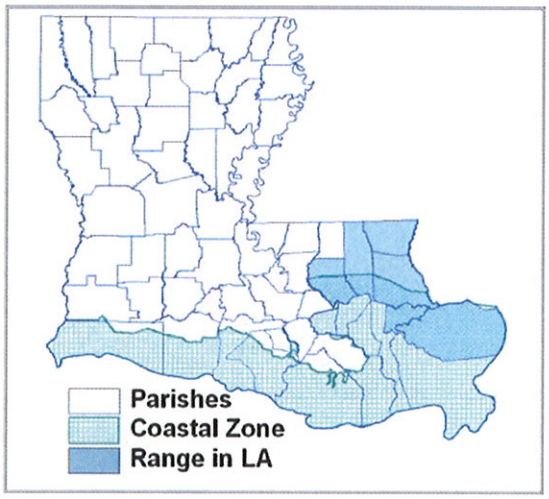
All saltwater habitats, except during the spawning season when it is found in major rivers that empty into the Gulf of Mexico

Food habits:

Bottom feeders and primary prey items include insects, crustaceans, mollusks, annelids (worms), and small fishes

Range:

- This species consists of 2 recognized subspecies, *A. o. oxyrinchus*, which ranges from Labrador to northeastern Florida, and *A. o. desotoi*, which is found from the Mississippi River delta east to Suwannee River, Florida
- In Louisiana, most records of the Gulf sturgeon have been in the Pearl, Bogue Chitto and Tchefuncte rivers in St. Tammany and Washington parishes, although it is likely to be found in any large river in the Lake Pontchartrain drainage



Range based on occurrences in Natural Heritage database

Reproduction:

- Species is anadromus, meaning it breeds in fresh water, then returns to salt water
- Mature between 10 and 28 years of age and may live up to 60 years
- Spawning occurs between late winter and early spring in major rivers
- A female may lay as many as 25 million eggs during the spawning season

- Young descend to the Gulf at about 4 years of age and may wander up to 1500 km from the natal stream (place where born) before returning to spawn

Threats:

- Incidental catch in trammel and gill nets may be the single most important threat
- Harvest of adults for meat and eggs (caviar) has been the principle cause of the decline
- Habitat alteration, especially the construction of dams, which limits access to the spawning areas
- Continued modification of rivers by constructing dams or dredging, which affects habitat quality and availability

Beneficial Management Practices:

- Currently protected from harvest throughout its range
- River modification must take into account effects on sturgeon
- The use of TEDS (turtle exclusion devices) on shrimp trawls may reduce incidental catch
- Studies are underway to determine the status, distribution and movements of this species in Louisiana

LA River Basins:

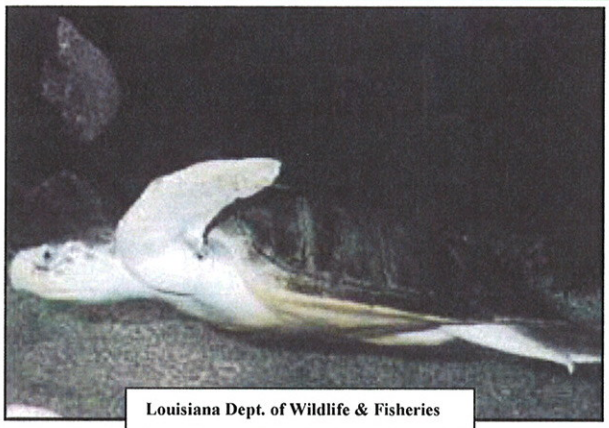
Pearl, Pontchartrain

U.S. Fish and Wildlife Service

Funding provided by the Louisiana Department of Wildlife and Fisheries and the Barataria-Terrebonne National Estuary Program

Rare Animals of Louisiana

Kemp's Ridley Sea Turtle
Lepidochelys kempii


Louisiana Dept. of Wildlife & Fisheries

Rarity Rank: SNA/G1

	1	2	3	4	5
State					
Global					

imperiled rare secure

Identification:

- This is only sea turtle with an almost circular carapace.
- The carapace varies in color and may be dark grey, brown, black, or olive.
- Distinguishing features are 2 pairs of prefrontal scales; 5 or more costal scutes, with the first pair touching the nuchal; and 4 (rarely 5) large scutes on the bridge, each with a pore on the posterior edge.
- Ridleys are the smallest sea turtles, weighing 36-45 kg (80-100 lb) with a carapace 50-70 cm (20-28 in) in length; large individuals may have a shell up to 75 cm (30 in) in length.
- Kemp's ridleys prefer sheltered areas along the coast, such as bays, bayous, and estuaries, during the non-nesting period.
- Although this species does not nest in Louisiana, the estuarine and off-shore waters of Louisiana may afford key feeding and developmental sites.
- In addition, some of the deepwater channels and estuaries in Louisiana may provide important hibernation sites.

Habitat: Warm bays and coastal waters; tidal rivers; estuaries; sea grass beds; sandy coastal beaches are used for nesting.

Food Habits:

- They are apparently mostly bottom feeders.
- Kemp's ridleys eat a variety of aquatic animals such as crustaceans, mollusks, fish, jellyfish, squid, and starfish.

Reproduction: Females lay several hundred eggs during the nesting season and may nest every year, unlike other sea turtles.

Threats:

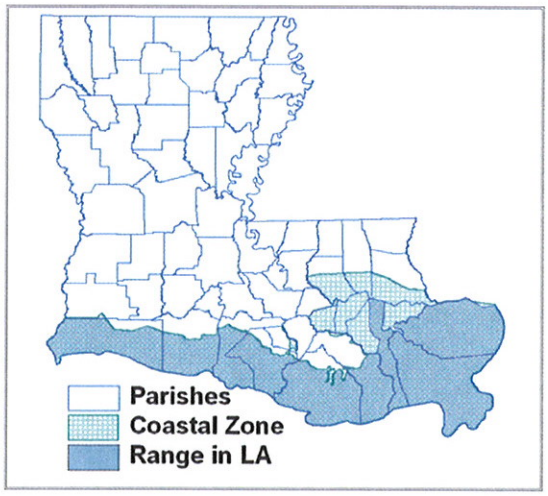
- Intense exploitation of Kemp's ridley eggs was undoubtedly the most important cause of the decline.
- Of secondary importance is harvest of adults for food and incidental catch in fishing gear.

Rare Animals of Louisiana

Beneficial Management Practices:

- Utilize "Turtle Excluding Devices" on shrimp trawls.
- Restrict beachfront lighting in nesting areas
- Coordinate beach nourishment and construction so as not to interfere with nesting
- Prevent nest and hatchling predation.
- Prevent harvest or harassment of adult turtles

U. S. Range: AL, CT, DE, FL, GA, LA, MA, MD, ME, MS, NC, NH, NJ, NY, RI, TX, VA



Range based on occurrences in Natural Heritage database

Funding provided by the Louisiana Department of Wildlife and Fisheries and the Barataria-Terrebonne National Estuary Program
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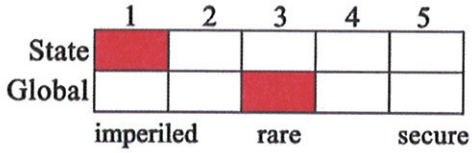
Rare Animals of Louisiana

Loggerhead Sea Turtle

Caretta caretta

Delaware Game & Fish Commission

Rarity Rank: S1/G3



Identification:

- Reddish—brown carapace and yellowish plastron
- Other diagnostic features include 5 or more costal scutes, with the first one always touching the nuchal
- Large, block like head
- The carapace length of full-grown adults averages about 1.1 m (43.3 in) with a maximum measured length of 1.2 m (47.2 in)
- Adults may weigh more than 227 kg (500 lb)

Habitat:

- Marine open deep water, marine open shallow water (especially with submerged seagrass beds, salt marshes, bays, tidal passes, and coastal dunes (nesting))
- Loggerheads generally inhabit warm water over the continental shelf and regularly enter marshes, estuaries and coastal rivers

Food habits:

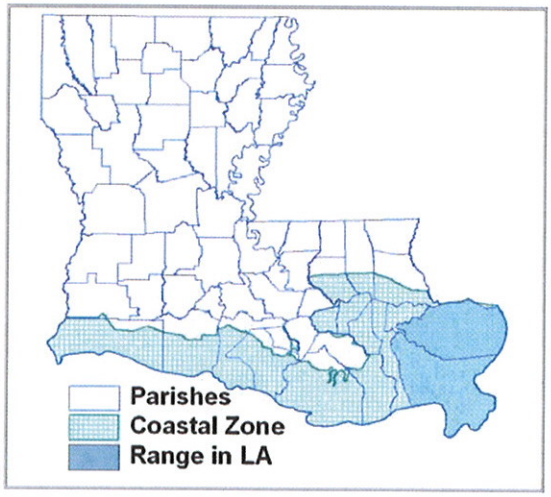
Omnivorous, feeding on aquatic plants, crustaceans, mollusks, jellyfish, squid, sea urchins and fish

Range:

- Primarily found in the warm water of the Atlantic basin but may range as far north as Canada or as far south as Argentina
- In Louisiana, this species has been found throughout the coastal region, but nesting has only been recorded on the Chandeleur Islands

Reproduction:

- Ideal nesting habitat is provided by well—drained dunes with clean sand and scattered grassy vegetation
- Females lay an average of 2 clutches (range 1-7) of 60-80 eggs per season
- Most females nest on 2 year or 3 year intervals
- Nesting in Louisiana usually occurs between May and August, with a peak in late June



Range based on occurrences in Natural Heritage database

Threats:

- Erosion of barrier islands on which the species nests
- Take of eggs, young, and adult turtles as food for people
- Incidental take of turtles by fishing and shrimping gear

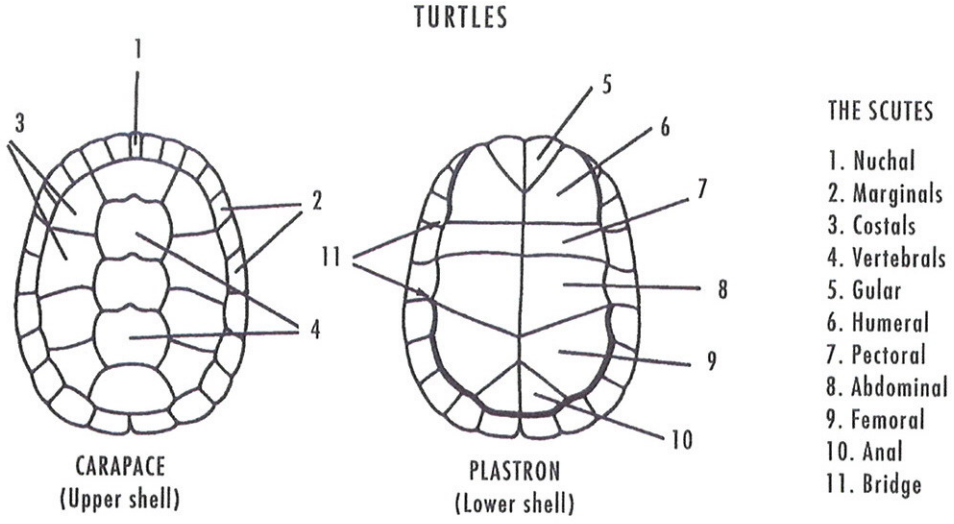
- Coastal land loss

Beneficial Management Practices:

- Protection of females, eggs and hatchlings on breeding beaches
- Use of turtle exclusion devices (TEDS) on shrimp trawls
- Reduced trawling time for shrimping

LA River Basins:

Pontchartrain, Mississippi, Barataria



Drawing from:
A Field Guide to Reptiles and Amphibians of Eastern and Central North America. Third Edition, Expanded. Figure 23

Funding provided by the Louisiana Department of Wildlife and Fisheries and the Barataria-Terrebonne National Estuary Program

GOPHER TORTOISE

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Back

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Gopherus poliphemus

Federal Status: Threatened (July 7, 1987)
State Status: Threatened (December 20, 1989)

Description: A large dark-brown to grayish-black terrestrial turtle with elephantine hind feet and shovel-like forefeet. The center of the carapace scutes and the entire plastron of hatchlings is a bright yellow-orange. Adult males have a prominent projection on the anterior portion of the plastron. The yellowish plastron is unhinged, and averages about 28 cm (11 in) in length in adults. No other Louisiana turtle depends on burrows to the extent that the gopher tortoise does. Burrows, which may be nearly 15 m (49.2 ft) long and 2 m (6.6 ft) below the ground surface, provide protection from winter cold and summer heat. The entrance to the burrow is a distinctive "half-moon" shape. An average of 6 eggs is buried in a shallow nest, often near the entrance to the female's burrow. Grass and small herbaceous plants make up most of the diet, although carrion, berries, fungi, etc. are also eaten.

Habitat: Upland longleaf pine forest; mixed pine-hardwood forest; soils must be very sandy and well drained.

Distribution: Coastal Plain from South Carolina through Florida to southeastern Louisiana.

Reasons for decline:

1. Conversion of natural forests of longleaf pine to loblolly plantations, agriculture, and urban areas;
2. absence of fire, which creates a thick understory and midstory, thereby blocking the sunlight from reaching the ground layer and preventing the growth of grasses for gopher tortoises to eat;
3. illegal take of the tortoises for food or pets;
4. harassment by dogs;
5. mortality of eggs and hatchlings from imported fire ants.

Conservation efforts:

1. Gopher tortoises are known to have been picked up by Louisianans traveling in Florida and Georgia. These tortoises have been kept as pets but are often sent to Audubon Zoo in New Orleans when the newness of the pet has worn off. More than 30 of these gopher tortoises have subsequently been tagged and released at Sandy Hollow Wildlife Management Area in Tangipahoa Parish, well within their historic range, but isolated from the native population of tortoises.
2. Owners of lands with gopher tortoises have been contacted to protect them as part of the Natural Areas Registry Program.
3. Research on the biology of the species has been conducted by the Department of Wildlife and Fisheries' Natural Heritage Program.

March 2004

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Little River WMA
4164 Acres
Grant and LaSalle Parishes
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Special Seasons »

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LA Announcements

» King Mackerel Commercial to close on September 12
» Yellow Rails and Rice Festival
» Public Dove Hunting
» 2009-10 Oyster Season
» 2009 Fall Shrimp Season
» Shrimp Season Closure in Parts of Zone 1 and all of Zone 3
» Growing up WILD
» CO-OP Fisherman/Dealer Survey and other Hurricane Recovery Activities
» Office of Fisheries Data Management Design and Implementation
» Answers to questions from Pre-Proposal Conference for the Office of Fisheries Data

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Rare Animals of Louisiana

Ringed Map Turtle
Graptemys oculifera

© Bill Love/ Glades Herp, Inc., Ft. Myers, FL

Federal Status: Threatened (December 23, 1986)
State Status: Threatened (December 20, 1989)

Rarity Rank: S2/G2

Identification:

- Background carapace color dark olive brown with a broad yellow to reddish ring on the costal scutes.
- Head conspicuously marked with a large yellow spot behind each eye, 2 yellow stripes radiating backward from the eyes, and a mostly yellow lower jaw.
- Prominent dorsal spines in juveniles and males, less so in adult females.
- Relatively small turtle; carapace length in adult males 8-10 cm, adult females 12-22 cm (4.7-8.6 in).

Habitat:

- Generally inhabits clean rivers having a moderate current, an open canopy, and numerous nesting beaches and basking logs.
- Ideal nesting beaches are islands composed of clean, fine-grain sand, with a minimum of vegetative cover and a minimum elevation of 1—3 m (3.3-9.8 ft) above river level.

Food Habits: Feeds primarily on insects although small fish, mollusks and carrion are also consumed.

Reproduction: Males mature at approximately 3-5 years of age, females at 10-16. Apparently nests during the day and females generally produce 1-2 clutches of 3-4 eggs annually.

Threats:

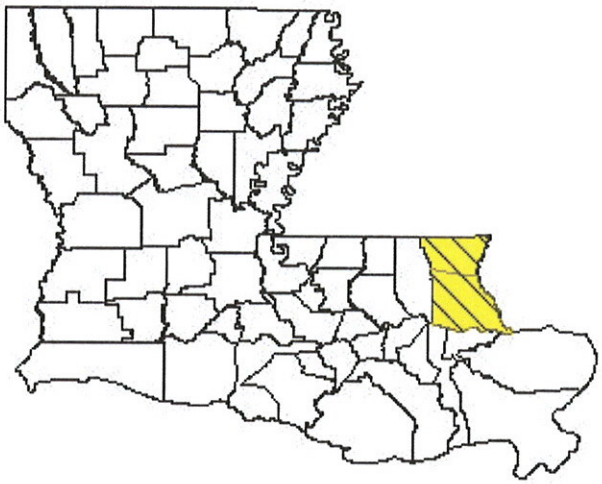
- Natural and man-made changes in river hydrology, which decreases availability of exposed sandbars.
- Lower water quality also decreases the food supply.
- Collecting for the pet trade.
- Illegal point-bar mining

Rare Animals of Louisiana

Beneficial Management Practices:

- Follow Best Management Practices for Streamside Management Zones.
- Protect streams from clearing and snagging to maintain basking logs.
- Protect exposed sandbars.

U. S. Range: LA, MS



References:

NatureServe Explorer: An online encyclopedia of life [web application]. 2006. Version 6.1 . Arlington, Virginia, USA: NatureServe. Available: http://www.natureserve.org/explorer. (Accessed: Mar. 28, 2007).

Shively, S. H. No date. 1999 survey for the ringed map turtle (*Graptemys oculifera*) in the Bogue Chitto River, Louisiana. Unpublished report, Louisiana Natural Heritage Program and Lousisiana Department of Wildlife and Fisheries

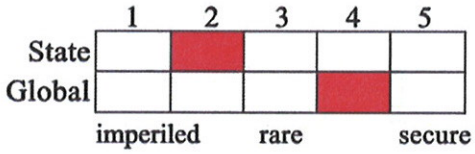
Rare Animals of Louisiana

Brown Pelican

Pelecanus occidentalis

Photo by Larry Korhnak

Rarity Rank: S2/G4



Identification:

- Large brown waterbird with long, flat bill and distendable gular (throat) pouch
- Adult body plumage is gray-brown to silver-brown; wing feathers darker
- Head and neck of non-breeding adults is white, whereas the hindneck and nape are cinnamon brown during the breeding season
- Bill gray to brown
- Immature generally brown with some pale mottling on wings and neck, underpart whitish
- In flight, neck is retracted heron-style
- Adults 107 to 137 cm long, wingspread to 2.4 m
- Usually found in small flocks, flying just above water surface and rarely soaring

Habitat:

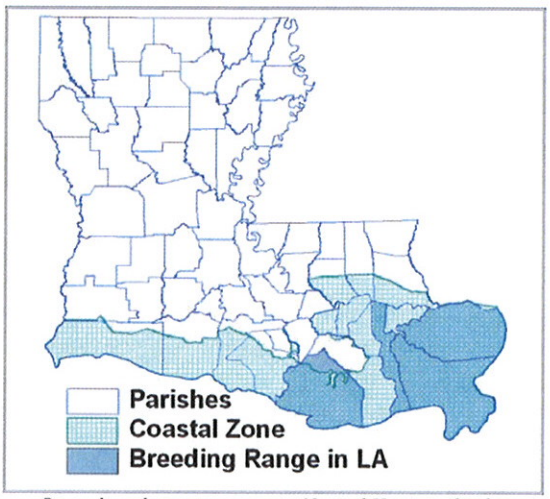
- Usually occurs in bays, tidal estuaries or along the coast
- Nests commonly in shrub thickets within dunes of barrier islands
- Feeds in deep and shallow coastal waters

Food habits:

- Mainly fish and some marine invertebrates
- Captures prey by diving headfirst into water surface and trapping fish in the gular pouch

Range:

Nests in scattered coastal colonies from southern California to Chile and North Carolina to Venezuela



Range based on occurrences in Natural Heritage database

Reproduction:

- Lays clutch of 2 to 3 eggs between November and July in nest on ground or in low shrubs
- Renesting after failed nesting attempt is common
- Eggs are bright, chalky white and often streaked when first laid
- Both parents incubate and brood

Rare Animals of Louisiana

Threats:

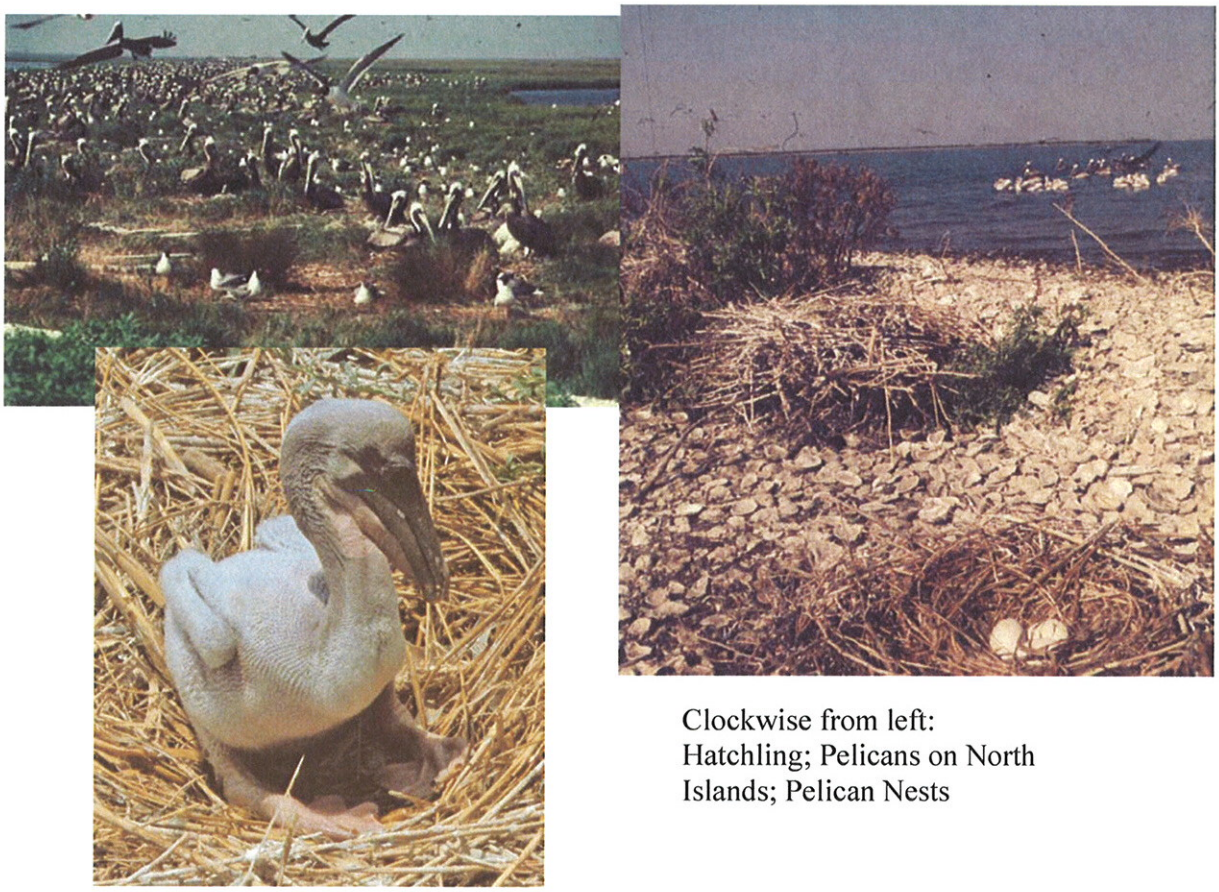
- Severe pesticide poisoning from DDT in the 1960's led to complete destruction of Louisiana population from thinning of egg shells
- Decrease in nesting habitat due to erosion of barrier islands
- Illegal take of eggs for human consumption
- Coastal land loss

Beneficial Management Practices:

- Annual monitoring of nesting colonies
- Signing of nesting colonies and protection against disturbance by man, especially during nesting season
- Rebuilding of islands important to nesting

LA River Basins:

Pontchartrain, Mississippi, Barataria, Terrebonne



U.S. Fish and Wildlife Service

Clockwise from left:
Hatchling; Pelicans on North Islands; Pelican Nests

References:

Shields, M. 2002. Brown Pelican (*Pelecanus occidentalis).* In The Birds of North America, No. 609 (A. Poole and F. Gill, eds.). The Birds of North America, Inc., Philadelphia, PA.

Funding provided by the Louisiana Department of Wildlife and Fisheries and the Barataria-Terrebonne National Estuary Program

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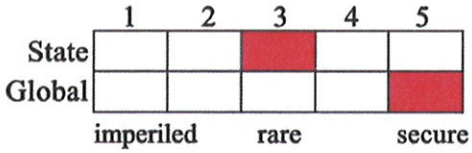
Rare Animals of Louisiana

Bald Eagle

Haliaeetus leucocephalus

Rarity Rank: S2N,S3B/G5



U.S. Fish and Wildlife Service

Identification:

- A very large raptor
- Adult with dark brown body, white head and tail, and large, yellow bill
- Immatures are dark brown with pale underwing coverts, irregular light base of tail and black bill
- Subadults intermediate between immatures and adults and exhibit various amounts of white mottling on body
- 4 to 5 years required to attain adult plumage
- Wings very long, broad and rounded at the tip with primary feathers often widely separated; wings held flat when soaring
- Adults to 1.1 m in length with wingspread to 2.3 m

Habitat:

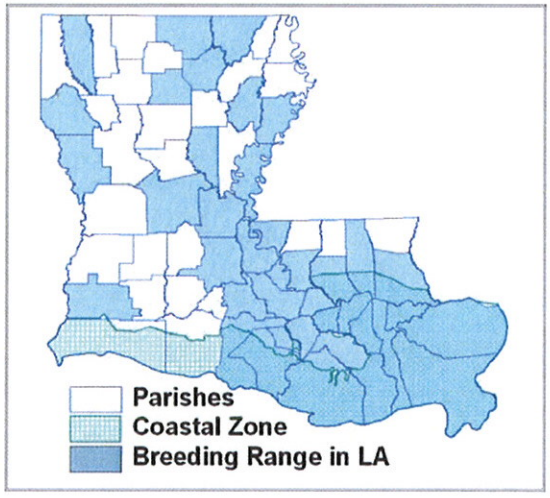
- Nests primarily in the tops of cypress trees near open water
- Feeds in open lakes

Food habits:

Feeds on fish, either self-caught or robbed from other birds (especially ospreys), as well as carrion, waterfowl, coots, muskrats and nutria

Range:

- Breeds throughout the United States, southern Canada and Baja California, although it is rare away from the coast
- Winters throughout the United States along river system, large lakes, or coastal areas
- In Louisiana, nests primarily in southeastern coastal parishes and, occasionally on large lakes in northern and central parishes, but these nests are less successful



Range based on occurrences in Natural Heritage database

Reproduction:

- Louisiana birds nest in winter and early spring
- Nests very large (up to 2.5 m across and 3.5 m deep) and used year after year
- Alternate nests may be constructed by breeding pair, and the birds may alternate between the two nests annually

- Usually up to 3 eggs per clutch
- Incubation period about 35 days; young fledge 72 to 78 days after hatching

Threats:

- Accumulation of pesticide residues (especially DDT) caused thinning of egg shells, which reduced reproductive success rate
- Loss of habitat
- Human disturbances to nesting pairs during nesting season

Beneficial Management Practices:

- Annual nesting surveys conducted to determine productivity
- Midwinter surveys of non-nesting birds
- Hacking program, where newly hatched young are moved to areas with no eagles, hand reared, and released, in hope that they will return to the release site to nest
- Protection of nest sites through Louisiana Department of Wildlife and Fisheries' Natural Areas Registry Program

LA River Basins:

Atchafalaya, Barataria, Mississippi, Ouachita, Pearl, Pontchartrain, Red, Sabine, Terrebonne, Vermilion-Teche

Bald Eagle Nest

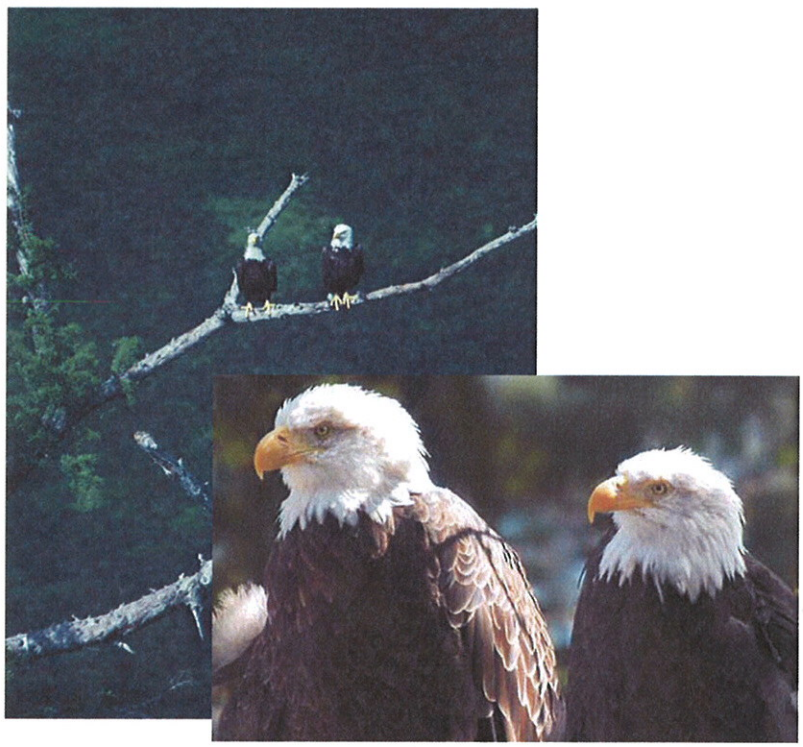


Photo by Larry Korhnak

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Rare Animals of Louisiana

Peregrine Falcon

Falco peregrinus

U.S. Fish and Wildlife Service

Rarity Rank: S2N/G4

	1	2	3	4	5
State					
Global					
	imperiled		rare		secure

Identification:

- Large falcon
- Adults bluish to gray above with a dark head and dark cheek stripe
- Buff to cinnamon below with dark spotting on the belly and strongly barred flanks
- Tail long and barred
- Bill grayish
- Cere and legs yellow
- Immatures brownish to bluish-brown with dark cheek stripe and heavy dark streaking on underparts
- Adults to 51 cm total length and wingspread to 1.2 m
- Usually solitary except during the nesting season

Habitat:

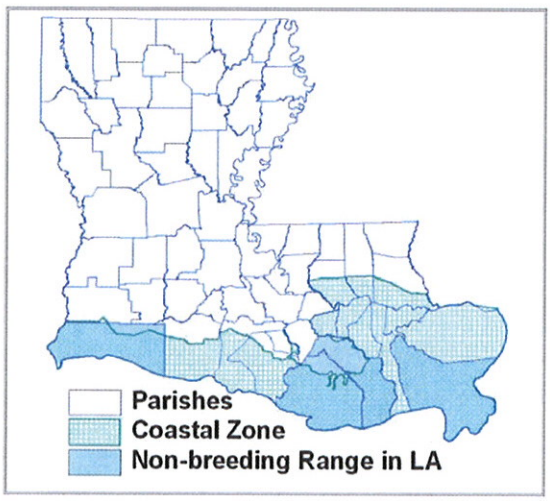
- Coastal marshes and lakes
- Primarily nests on cliffs, but in southern U.S. formerly nested in cavities of old, large trees
- In winter generally found in open areas along the coast

Food habits:

Birds are the most common prey, but also consumes small mammals and insects

Range:

- Formerly one of the most widespread birds, nesting in all regions of the world except Antarctica, but now greatly reduced in numbers and distribution is spotty
- A nest found by Roger Tory Peterson near Tallulah, Madison Parish, in 1942, is the only reported nesting record from the state
- Within Louisiana, generally restricted to the coastal region in winter but may be seen statewide during migration



Range based on occurrences in Natural Heritage database

Rare Animals of Louisiana

Reproduction:

- One brood per season
- Nests built on ledges by scraping a bowl in dirt, sand or gravel substrate
- Eggs fairly smooth and are cream to brown or reddish in color with spots and blotches of brown, red and purple
- Clutch size normally about 3 to 6 eggs

Threats:

- Dramatically declined due to DDT and other organochlorine pesticides
- Prior to DDT declines, shooting of birds was a principle mortality factor
- Habitat loss, particularly the wetland areas that supported large concentrations of the prey species of peregrines

Beneficial Management Practices:

- Protection of nesting sites
- Protection of wintering sites
- Public information regarding the vulnerability of this species
- Rebuilding of habitats with dredge material

LA River Basins:

Pontchartrain, Barataria, Terrebonne, Mississippi, Mermentau, Calcasieu, Sabine

Photo by James Weaver Cornell Laboratory of Ornithology

Lafayette Natural History Museum

References:

White, C. M., N. J. Clum, T. J. Cade and W. G. Hunt. 2002. Peregrine Falcon (*Falco peregrinus).* In The Birds of North America, No. 660 (A. Poole and F. Gill, eds.). The Birds of North America, Inc., Philadelphia, PA.

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Rare Animals of Louisiana

Piping Plover

Charadrius melodus

U.S. Fish & Wildlife Service

Rarity Rank: S2N/G3

	1	2	3	4	5
State		■			
Global			■		
	imperiled		rare		secure

Identification:

- A relatively small plover
- Light brown to sandy-gray above and white below
- Breeding-plumage adults possess a single, narrow black breast band, a black bar on the front part of the crown that extends to the eyes, a stubby bill with orange base and black tip, and orange legs
- Winter-plumage adults and juveniles are grayer, lack the contrasting black markings, only show a sandy patch on each side of breast and have completely black bills
- All plumages have a white rump
- Adults to 18 cm total length with a wingspread to 39 cm

Habitat:

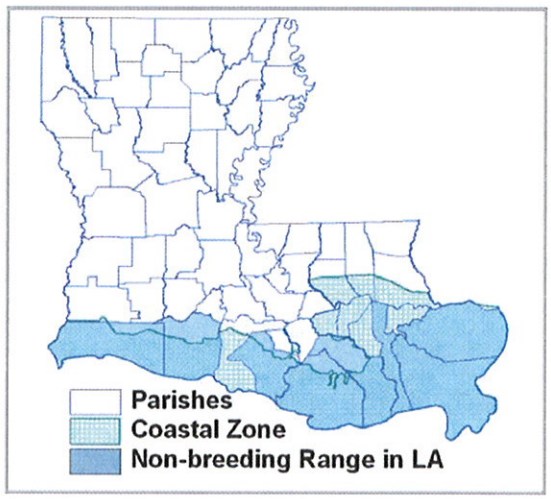
Generally found on beaches and mudflats of barrier islands in southeastern coastal parishes

Food habits:

- An active forager, piping plovers run a short distance, pause, catch a prey item, then continue
- Feeds on a variety of aquatic invertebrates such as insects, crustaceans and mollusks

Range:

- Breeding Range: U.S. and Canadian Great Plains from Nebraska north to Alberta and Manitoba, Beaches bordering the Great Lakes, and Atlantic coastal beaches from North Carolina to Newfoundland
- Winter distribution includes the southern Atlantic and Gulf coast, and several Caribbean Islands



Range based on occurrences in Natural Heritage database

Reproduction:

- Males begin constructing nests as part of courtship
- Nests are scrapes of sandy substrate with pebble or shell lining
- One brood per year
- Chicks are tended for about 30 to 35 days, at which time they are fledglings
- Eggs are pale buff with black, brownish and purplish splotches
- Incubation by both parents

Rare Animals of Louisiana

Threats:

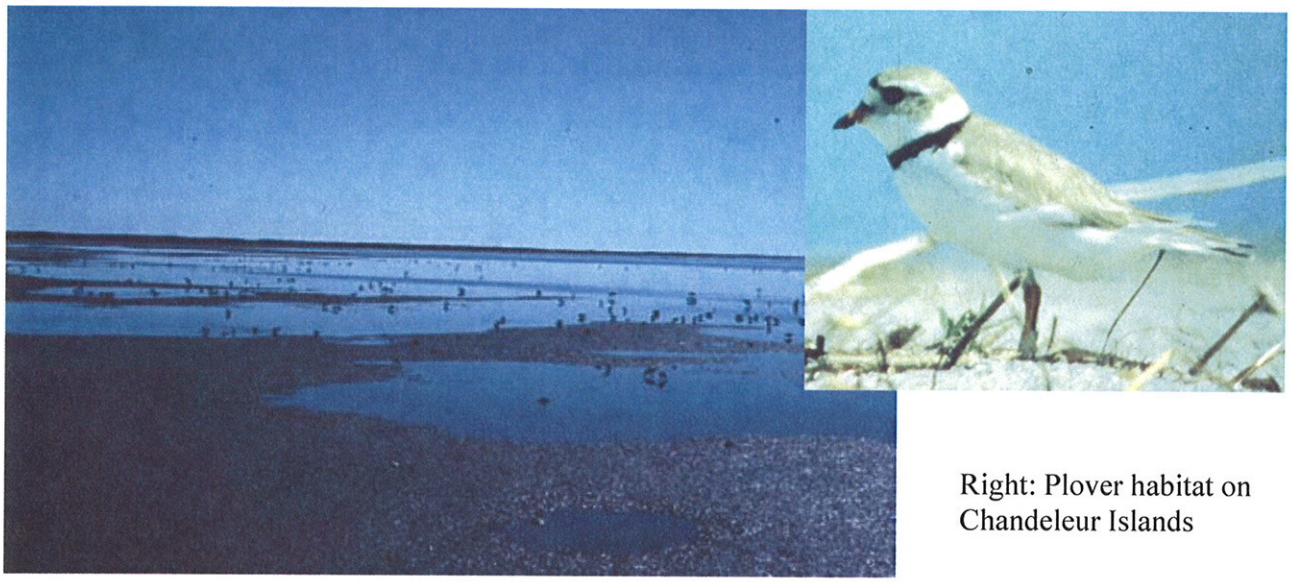
- Human disturbances and destruction of nests and young
- Loss of nesting habitat from erosion of nesting and wintering habitat as well as irrigation projects, woody species encroachment, pollutants, predation, livestock trampling and disturbance by dogs and coyotes
- Coastal land loss

Beneficial Management Practices:

- Restrict access to nesting beaches
- Annual surveys of nesting and wintering populations
- Research on diet and feeding habits, and effect of pesticides and pollutants on populations
- Identify migration routes
- Determine wintering ecology
- Create beach habitat with dredge material

LA River Basins:

Pontchartrain, Mississippi, Barataria, Terrebonne, Vermilion-Teche, Mermentau, Calcasieu, Sabine



Right: Plover habitat on Chandeleur Islands

References:

Haig, S. M. 1992. Piping Plover (*Charadrius melodus*). *In* The Birds of North America, No. 2 (A. Poole, P. Stettenheim, and F. Gill, Eds.). Philadelphia: The Academy of Natural Sciences; Washington, DC: The American Ornithologists' Union. (This account replaces an earlier draft, with limited distribution, published in 1991.)

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Rare Animals of Louisiana

Red-cockaded Woodpecker

Picoides borealis

Rarity Rank: S2/G3

	1	2	3	4	5
State		■			
Global			■		

imperiled rare secure

© Julia Sims

Identification:

- Relatively small woodpecker
- Back and wings black with prominent white bars
- Crown, nape and back of neck are black and there is a black line from the bill down to side of neck
- Cheeks, side of neck and throat are white and has a white eyebrow line
- Tail is black with white on the outer feathers
- Underparts white with black streaks on flanks
- Males with inconspicuous red marks on sides of crown ("cockades")
- Immatures brownish and may have red on center of crown
- Bill and legs black
- Adults up to 22 cm total length

Habitat:

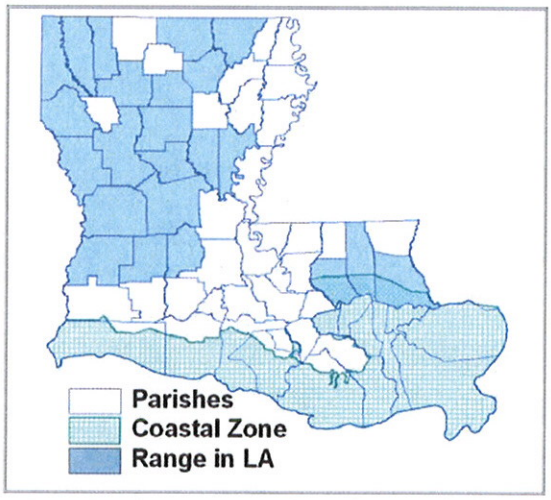
- Longleaf pine forests, mixed pine-upland hardwood forests with little or no hardwood midstory
- The average cavity tree ranges from 60 to 126 years for longleaf pine, 70 to 90 years for loblolly pine and 75 to 149 years for shorleaf pine
- Good habitat consists of pine stands with trees 22.9 cm and larger in diameter at breast height
- Also forages in pole stands

Food habits:

Feeds on a variety of insects gleaned from beneath bark scales and also consumes fruits of shrubs and vines

Range:

- Widely distributed, but local, throughout the southeastern coastal states from eastern Texas to southern Maryland
- Also in Arkansas, Tennessee, Kentucky and Oklahoma
- Formerly found throughout Louisiana in mature pine forests



Range based on occurrences in Natural Heritage database

Rare Animals of Louisiana

Reproduction:

- A cooperatively breeding species typically found in family groups that, in addition to the nesting pair, include up to 2 male offspring from previous nesting seasons
- Excavate cavities almost exclusively in live mature pines that have been infected with heartwood fungus
- Nesting occurs in adult male cavity
- 2 to 5 eggs are incubated for 10 to 13 days

Threats:

- Loss of habitat from subdivision development
- Pine forests managed with short rotations
- Fire suppression, resulting in hardwood midstory on otherwise appropriate habitat

Beneficial Management Practices:

- Identify and protect nesting clusters on private land
- Increase public awareness of species and its habitat requirements through educational materials
- Participate in state-private sector cooperatives to address management issues pertaining to the species
- Cluster augmentation (moving females from one cluster to another) for family groups with no females
- Utilize artificial cavities in areas where adequate trees for cavity construction do not occur

LA River Basins:

Pearl, Pontchartrain, Vermilion-Teche, Mermentau, Calcasieu, Sabine, Red River, Ouachita

U.S. Forest Service

Left: Active Red Cockaded Woodpecker cavity

Photo by Christopher A. Melder

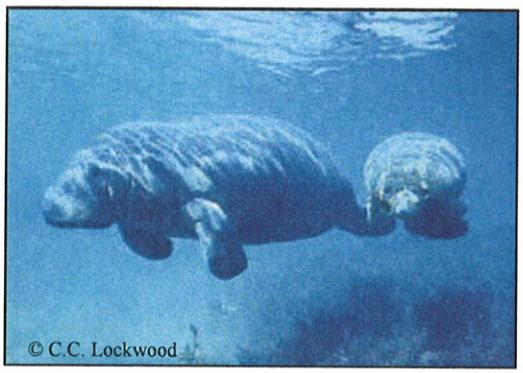
Funding provided by the Louisiana Department of Wildlife and Fisheries and the Barataria-Terrebonne National Estuary Program

For more information, please visit our Web pages at
www.wlf.louisiana.gov/experience/naturalheritage or call 225-765-2811
www.BTNEP.org or 1-800-259-0869

Rare Animals of Louisiana

Manatee

Trichechus manatus



Rarity Rank: SZN/G2

	1	2	3	4	5
State					
Global		■			

imperiled rare secure

Identification:

- Large, docile, barrel-shaped aquatic mammal
- Head small, flattened in profile
- Upper jaw extends beyond lower jaw, nostrils placed on top of snout, with stiff bristles around mouth
- Lacks external ears
- Front limbs modified into rounded flippers that are much more flexible than those of cetaceans
- Hind limbs absent
- Tail large, spatula-shaped. Adults may reach 4 m (13 ft) and 1,000 kg (2,205 lb)
- Generally restricted to rivers and estuaries although manatees may enter salt water when traveling from site to site
- Found in waters with dense submerged aquatic beds or floating vegetation
- Herbivorous; eats a variety of aquatic plants

Habitat:

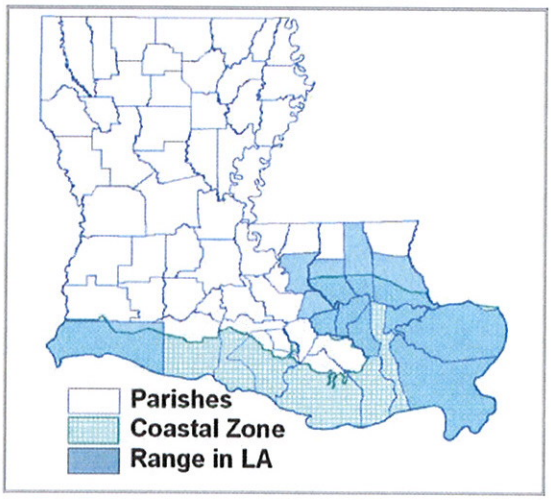
- Marine open water, bays, and rivers
- Generally restricted to rivers and estuaries although manatees may enter salt water when traveling from site to site
- Often found in waters with submerged aquatic beds or floating vegetation

Food habits:

The manatee is herbivorous and eats a variety of aquatic plants

Range:

- FL, GA, LA, MS, NC, SC
- Found along the nothern Atlantic coast of South America, the Caribbean coast of South and Central America, and the Greater Antilles north of Florida



Range based on occurrences in Natural Heritage database

Reproduction:

- Males reach reproductive maturity between 9 and 10 years but are able to mate at 2 years
- Females can reproduce at 4 or 5 years but are most successful after 7 to 9 years
- Calves remain with mothers for 2 years
- For the most part one calf is born at a time though twins have been reported
- Calves can consume plants after 3 weeks

Rare Animals of Louisiana

Threats:

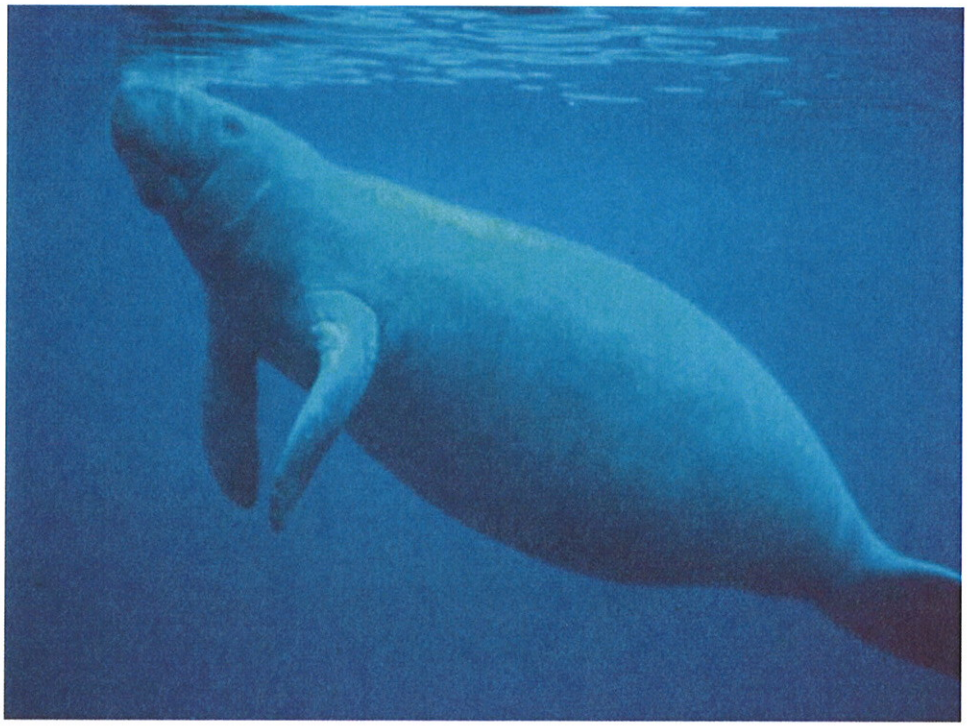
- Collisions with boats and barges
- Death due to flood-control structures
- Poaching and vandalism
- Habitat loss
- Pollution
- Harassment by boaters and divers
- Natural factors such as unusually cold weather and outbreaks of red tide may also influence population levels.

Beneficial Management Practices:

- Public education programs
- Protection against harassment
- Enforcing no wake zones in areas with manatees

LA River Basins:

Pearl, Pontchartrain, Barataria, Mermentau, Calcasieu, Sabine



U.S. Fish and Wildlife Service

Funding provided by the Louisiana Department of Wildlife and Fisheries and the Barataria-Terrebonne National Estuary Program
For more information, please visit our Web pages at
www.wlf.louisiana.gov/experience/naturalheritage or call 225-765-2811
www.BTNEP.org or 1-800-259-0869

Rare Animals of Louisiana

Red Wolf

Canis rufus

U.S Fish and Wildlife Service

Rarity Rank: SX/G1Q (extinct in LA)

	1	2	3	4	5
State					
Global					
	imperiled		rare		secure

Identification:

- Dorsal pelage mostly gray with black and sometimes yellowish or reddish hairs on legs and underparts
- Muzzle, ears and nape are tawny
- Nose pad over 25 mm wide
- Total length from 135 to 165 cm
- Larger than coyote and smaller than the Gray wolf

Habitat:

- Includes upland and lowland forest, shrubland, river bottoms, coastal prairies and marshes
- Areas with vegetative cover

Food habits:

Opportunistic, though mainly small mammals and birds

Range:

Extirpated from its historical range with the exception of the Carolina's

Reproduction:

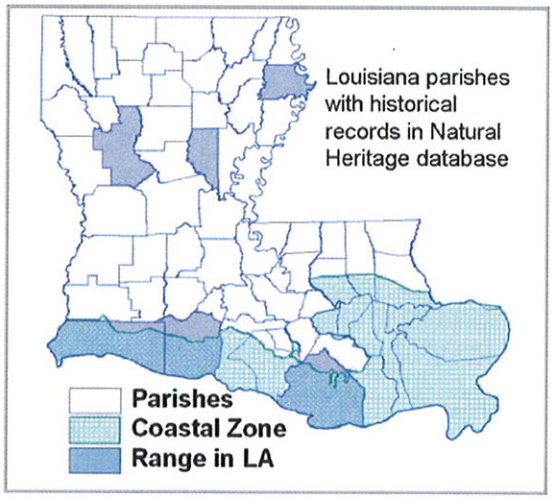
- Mate in January and February
- 4 to 7 pups born in April and May
- sexually mature at 3 years

Threats:

- Historically threatened by human trapping and poisoning, resulting in population decline
- Habitat loss
- Hybridization with coyotes

LA River Basins:

Terrebonne, Vermilion-Teche, Mermentau, Calcasieu, Sabine, Red, Ouachita (known occurrences from LNHP database), historically found statewide



Range based on occurrences in Natural Heritage database

Rare Animals of Louisiana

U. S. Fish and Wildlife Service

References:

Lowery, George H. The Mammals of Louisiana and Its Adjacent Waters. Louisiana State UP, 1974.

NatureServe Explorer: An online encyclopedia of life [web application]. 2006. Version 6.1 . Arlington, Virginia, USA: NatureServe. Available: http://www.natureserve.org/explorer.

Burt, William H. A Field Guide to the Mammals North America North of Mexico. 3rd ed. Boston: Houghton Mifflin Company, 1980.

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Rare Animals of Louisiana

Louisiana Black Bear

Ursus americanus luteolus

Photo: Black Bear Conservation Committee

Rarity Rank: S2/G5T2

	1	2	3	4	5
State		■			
Global					■
	imperiled		rare		secure

Identification:

- Large, shy, bulky
- Head is rather large and rather blunt in profile, eyes relatively small, nose pad broad
- Tail is very short and inconspicuous
- The dense fur is black and a whitish patch may be present on the chest
- Track pattern distinctive, almost human-like; front prints about 12 cm long and 8 cm wide, back prints 17 cm long and 7 cm wide
- The outside toe print is generally larger than the other four and the claw prints are usually obvious
- Usually solitary except when in family unit of mother and cubs

Habitat:

- Primarily restricted to large tracts of heavily wooded bottomland hardwoods and swamps
- Dens in large tree cavities, slash piles, thickets, or thick vegetation during the winter

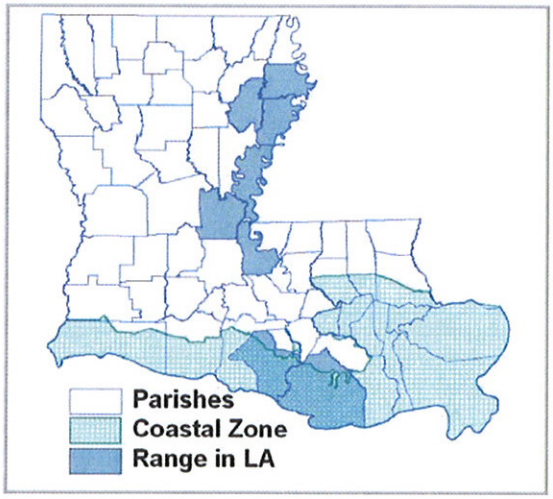
Food habits:

Bears are omnivores, although most of diet is hard mast, fruits, berries and other vegetation

Range:

Formerly numerous and found throughout Louisiana, though currently there are only three sub populations in existence:

1. Northeastern Louisiana in the vicinity of Tensas River National Wildlife Refuge,
2. Northeastern Atchafalaya Basin in Pointe Coupee parish
3. Southern Atchafalaya River Basin (primarily St. Mary Parish)



Range based on occurrences in Natural Heritage database

Reproduction:

- Females produce 1 to 5 cubs (average of 2) every other year in January or February
- Cubs emerge from the den in spring and remain with the mother for about 17 months, including their first winter
- Females are sexually mature at 3 to 5 years
- Reproductive success decreases with lack of food

Rare Animals of Louisiana

Threats:

Habitat loss and degradation due to agricultural, industrial and residential development and poaching

Beneficial Management Practices:

- Habitat restoration is necessary
- Timber management practices that produce maximum diversity

LA River Basins:

Terrebonne, Atchafalaya, Vermilion-Teche, Ouachita

Black Bear Cubs

Photos: Black Bear Conservation Committee

Black Bear tracks

References:

NatureServe Explorer: An online encyclopedia of life [web application]. 2006. Version 6.1 . Arlington, Virginia, USA: NatureServe. Available: http://www.natureserve.org/explorer. (Accessed: June 20, 2007).

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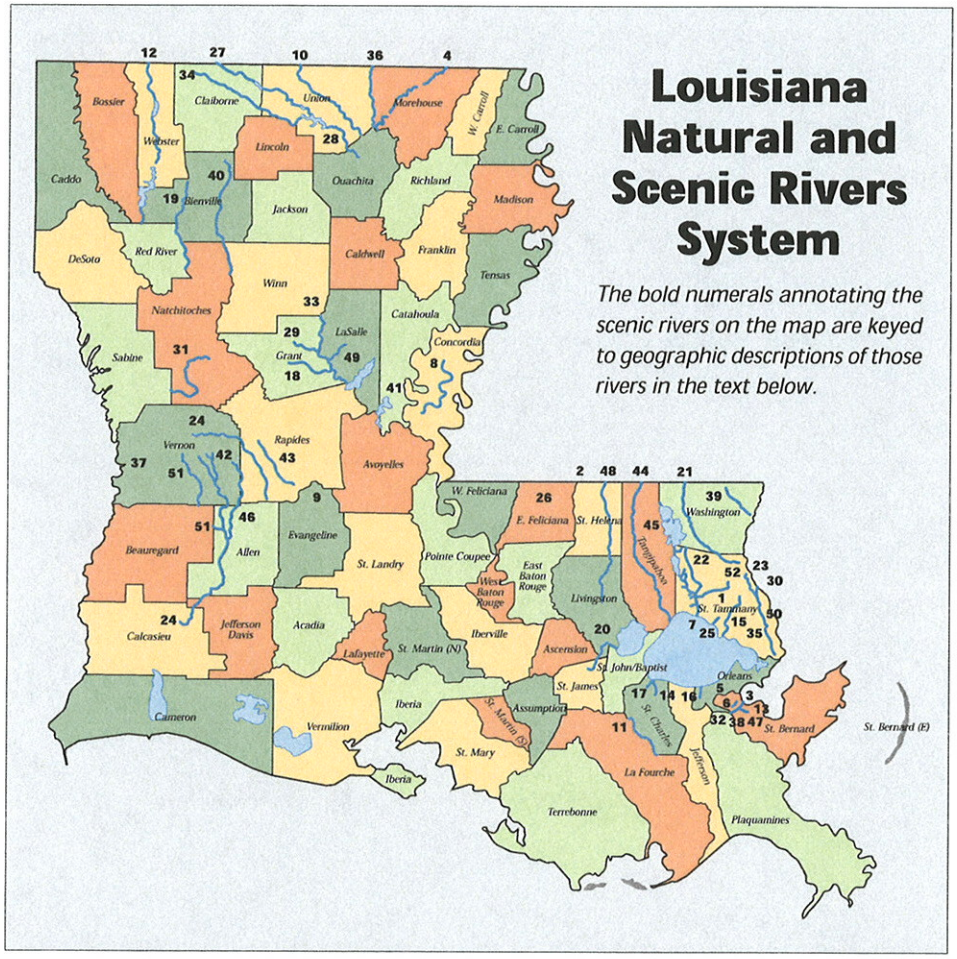
Louisiana Scenic Rivers Act

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

Louisiana Natural and Scenic Rivers System

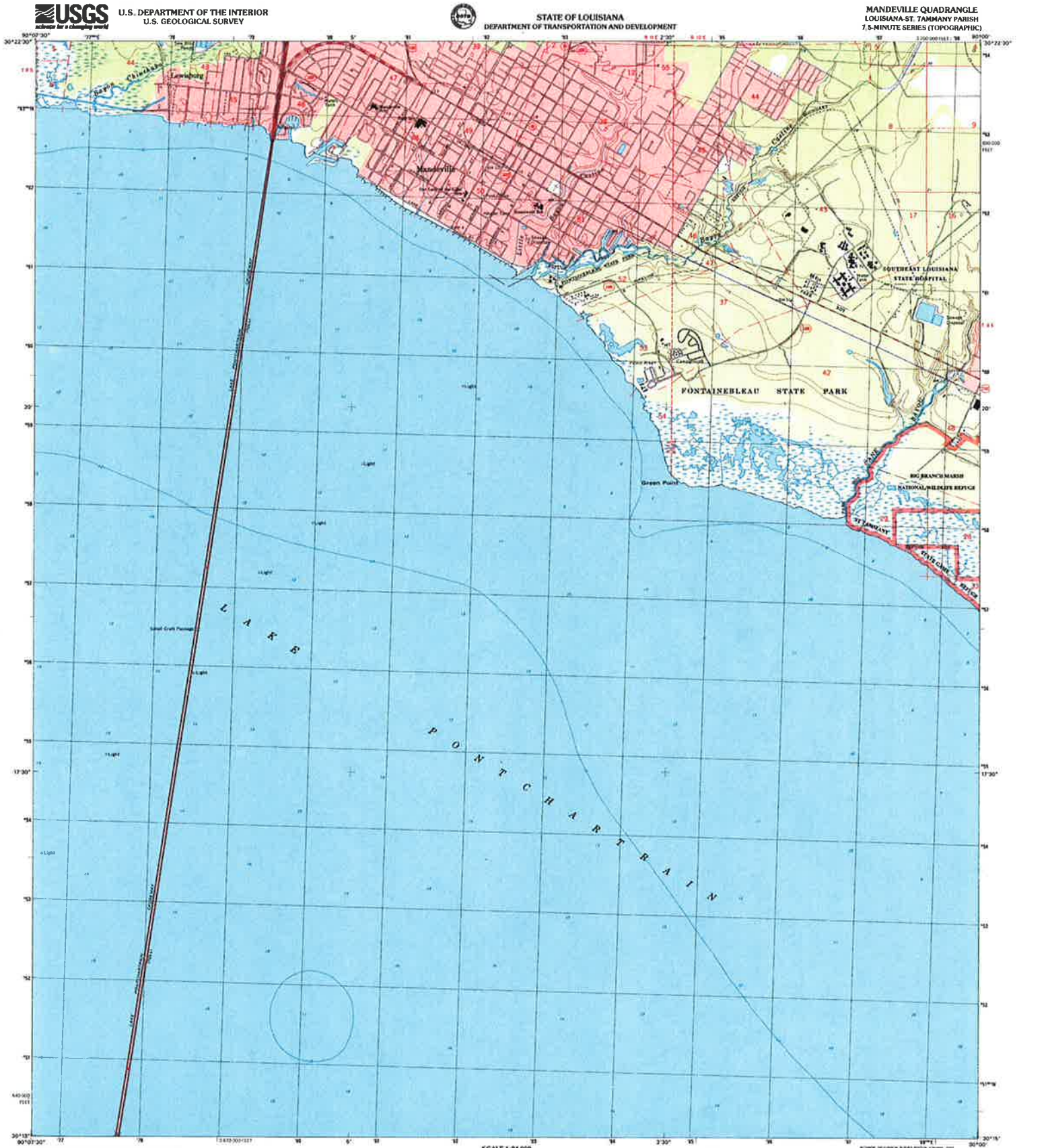
The bold numerals annotating the scenic rivers on the map are keyed to geographic descriptions of those rivers in the text below.



1. **Abita River,** *St. Tammany* — From its headwaters to its entrance into the Bogue Falaya River.
2. **Amite River,** *East Feliciana* — From the Mississippi state line to Louisiana Highway 37.
3. **Bashman Bayou,** *St. Bernard* — From its origin to Bayou Dupre.
4. **Bayou Bartholomew,** *Morehouse* — From the Louisiana-Arkansas state line to Dead Bayou.
5. **Bayou Bienvenue,** *St. Bernard* — From Bayou Villere to Lake Borgne.
6. **Bayou Chaperon,** *St. Bernard* — From its point of origin to its end.
7. **Bayou Chinchuba,** *St. Tammany* — From the West Causeway approach south to Lake Pontchartrain.
8. **Bayou Cocodrie,** *Concordia* — From Wild Cow Bayou to Little Cross Bayou.
9. **Bayou Cocodrie,** *Rapides, Evangeline* — From U.S. Highway 167 to the Bayou Boeuf-Cocodrie Diversion Canal.
10. **Bayou D' Loutre,** *Ouachita, Union* — From the Louisiana-Arkansas state line to its entrance into the Ouachita River.
11. **Bayou Des Allemands,** *LaFourche, St. Charles* — From Lac Des Allemands to Lake Salvador.
12. **Bayou Dorcheat,** *Webster* — From the Arkansas state line to its entrance into Lake Bistineau.
13. **Bayou Dupre,** *St. Bernard* — From the Lake Borgne Canal to Terre Beau Bayou.
14. **Bayou La Branche,** *St. Charles* — From its source to where it drains into Lake Pontchartrain.
15. **Bayou La Combe,** *St. Tammany* — From its headwaters to Lake Pontchartrain.
16. **Bayou St. John,** *Orleans* — From its point of origin to its entrance into Lake Pontchartrain.
17. **Bayou Trepagnier,** *St. Charles* — From Norco to where it joins Bayou La Branche.
18. **Big Creek ,** *Grant* — From Highway 167 in Grant Parish to its entrance into Little River.

19. **Black Lake Bayou,** *Red River, Winn, Bienville* — From the Webster-Bienville Parish line to Black Lake in Natchitoches Parish.
20. **Blind River,** *St. James, Ascension, Livingston, St. John* — From its origin in St. James Parish to its entrance into Lake Maurepas.
21. **Bogue Chitto River,** *Washington, St. Tammany* — From the Louisiana-Mississippi state line to its entrance into the Pearl River Navigation Canal.
22. **Bogue Falaya River,** *St. Tammany* — The river from its headwaters to Louisiana Highway 437 in St. Tammany Parish.
23. **Bradley Slough (Bayou),** *St. Tammany* — all of that portion of the slough lying within the boundaries of St. Tammany Parish.
24. **Calcasieu River,** *Vernon, Rapides* — From Louisiana Highway 8 east through Vernon Parish and all of that portion of said river lying within the boundaries of Rapides Parish. *Allen, Jefferson Davis, Calcasieu* — From the mouth of the Whiskey Chitto River in Allen Parish, south through Jefferson Davis Parish, and to its intersection with the Ward Eight Park in Calcasieu Parish.
25. **Cane Bayou,** *St. Tammany* — From its headwaters to Lake Pontchartrain.
26. **Comite River,** *East Feliciana, East Baton Rouge* — From the Wilson-Clinton Highway in East Feliciana Parish to the entrance of White Bayou in East Baton Rouge Parish.
27. **Corney Bayou,** *Claiborne, Union* — From the Louisiana-Arkansas state line to Corney Lake and Corney Lake Dam to Lake D'Arbonne.
28. **D'Arbonne Bayou,** *Union, Ouachita* — From the Lake D'Arbonne Dam to its entrance into the Ouachita River.
29. **Fish Creek,** *Grant* — From its origin near Williana to its entrance into Little River.
30. **Holmes Bayou,** *St. Tammany* — All of that portion of the bayou lying within the boundaries of of St. Tammany Parish.
31. **Kisatchie Bayou,** *Natchitoches* — From its entrance into Kisatchie National Forest to its entrance into Old River.
32. **Lake Borgne Canal (Violet Canal),** *St. Bernard* — From the Forty Arpent Canal to Bayou Dupre.
33. **Little River,** *Rapides, Grant, Catahoula, LaSalle* — From the juncture of Dugdemona and Castor Creek to its entrance into Catahoula Lake.
34. **Middle Fork of Bayou D'Arbonne,** *Claiborne, Union* — From its origin near Louisiana Highway 2 Alternate to Lake D'Arbonne.
35. **Morgan River,** *St. Tammany* — From its juncture with the Porters River to its re-entry into the West Pearl River.
36. **Ouachita River,** *Morehouse, Union* — From the north bank of Bayou Bartholomew at its intersection with the Ouachita River to the Arkansas state line.
37. **Pearl Creek,** *Vernon* — From Louisiana Highway 111 to its entrance into Sabine River.
38. **Pirogue Bayou,** *St. Bernard* — From Bayou Dupre to New Canal.
39. **Pushepatapa Creek,** *Washington* — From East Fork and West Fork join near state line to where it breaks up prior to its entrance into the Pearl River.
40. **Saline Bayou,** *Bienville, Winn, Natchitoches* — From its origin near Arcadia Louisiana to Highway 156 in Winn Parish.
41. **Saline Bayou,** *Catahoula, LaSalle* — From Saline Lake to Larto Lake.
42. **Six Mile Creek,** *Allen, Vernon* — Includes the East & West Forks and beginning at the boundary of Fort Polk Military Reservation (Lookout Road) and extending south through Vernon and Allen Parishes to its entrance into Whiskey Chitto Creek.
43. **Spring Creek,** *Rapides* — From Otis to Cocodrie Lake in Rapides Parish.
44. **Tangipahoa River,** *Tangipahoa* — From the Mississippi-Louisiana state line to the I-12 crossing.
45. **Tchefuncte River and its Tributaries,** *Washington, Tangipahoa, St. Tammany* — From origin in Tangipahoa Parish to its juncture with the Bogue Falaya River, and from the Bogue Falaya River to Louisiana Highway 22, excluding any tributaries thereto from the Bogue Falaya south to Louisiana Highway 22.
46. **Ten Mile Creek,** *Rapides, Allen, Vernon* — From the boundary of Fort Polk Military Reservation (Lookout Road) through Vernon Parish and all of that portion of said creek lying within the boundaries of Rapides and Allen Parishes.
47. **Terre Beau Bayou,** *St. Bernard* — From Bayou Dupre to the New Canal.
48. **Tickfaw River,** *St. Helena* — From the Louisiana-Mississippi state line to Louisiana Highway 42.
49. **Trout Creek,** *LaSalle* — From its origin near Highway 8 to its entrance into Little River.
50. **West Pearl River,** *St. Tammany* — From the confluence of Wilson and Bradley Sloughs to its entrance into Lake Borgne.
51. **Whiskey Chitto Creek,** *Vernon* — From the boundary of Fort Polk Military Reservation (Lookout Road) to the Vernon-Beauregard Parish line. *Allen* — From the Beauregard Parish line to its entrance into the Calcasieu River.
52. **Wilson Slough (Bayou),** *St. Tammany* — All of that portion of the slough lying within the boundaries of St. Tammany Parish.

USGS Map



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

MANDEVILLE QUADRANGLE
LOUISIANA-ST. TAMMANY PARISH
7.5-MINUTE SERIES (TOPOGRAPHIC)

Produced by the United States Geological Survey
in cooperation with Louisiana Department of
Transportation and Development

Topography compiled 1965. Planimetry derived from imagery
taken 1998 and other sources. Public Land Survey System and
survey control current as of 1968. Boundaries current as of 2001

North American Datum of 1983 (NAD 83). Projection and
1 000-meter grid: Universal Transverse Mercator, zone 15
10 000-foot ticks: Louisiana Coordinate System of 1983
(south zone)

North American Datum of 1927 (NAD 27) is shown by dashed
corner ticks. The values of the shift between NAD 83 and
NAD 27 for 7.5-minute intersections are obtainable from
National Geodetic Survey (NADCON software)

Selected hydrographic data compiled from NOS chart 1269 (1967)
Tide information is not intended for navigational purposes

There may be private inholdings within the boundaries of the
National or State reservations shown on this map

This quadrangle covers a subsidence area

Houses of worship, schools, and other labeled buildings verified 1968

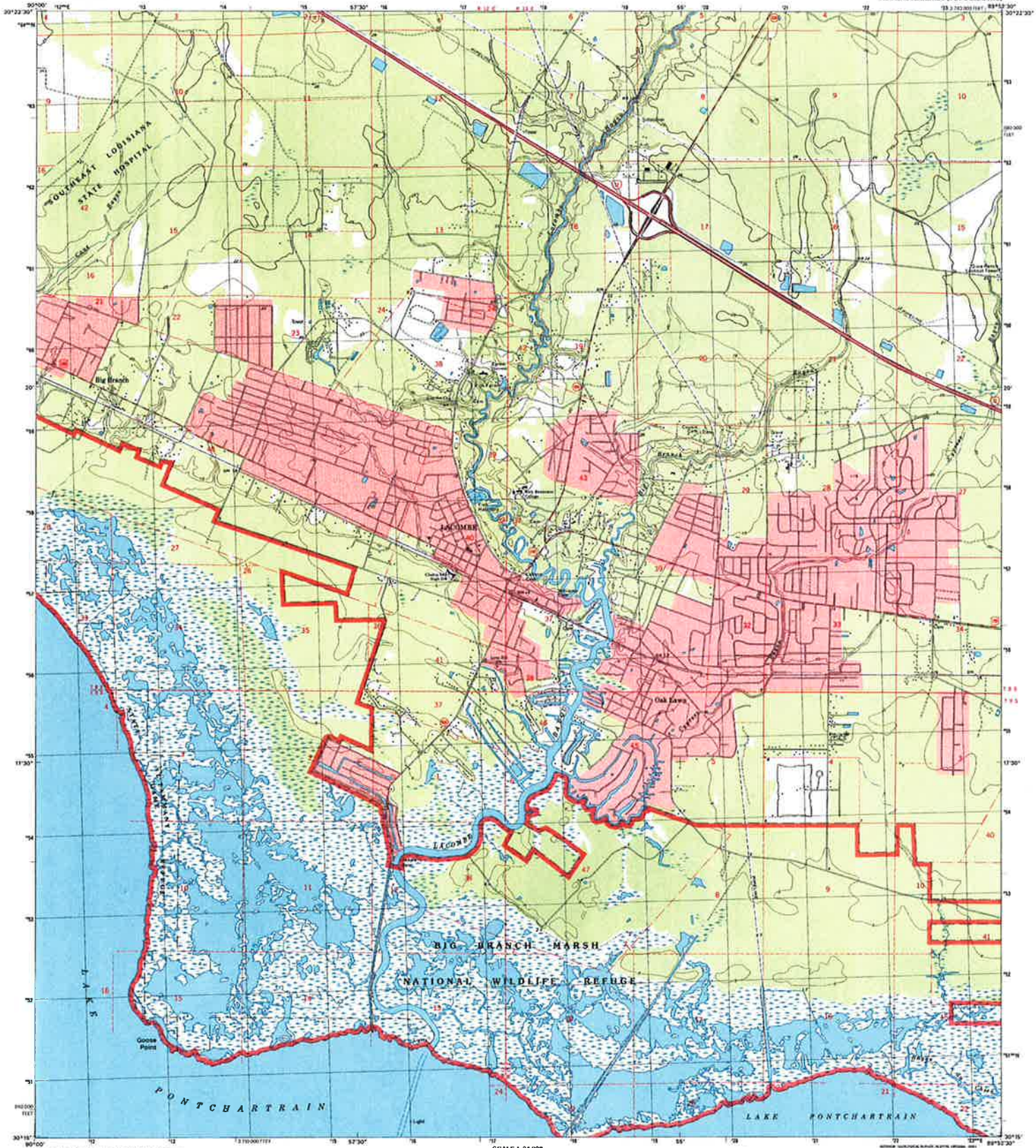
SCALE 1:24 000

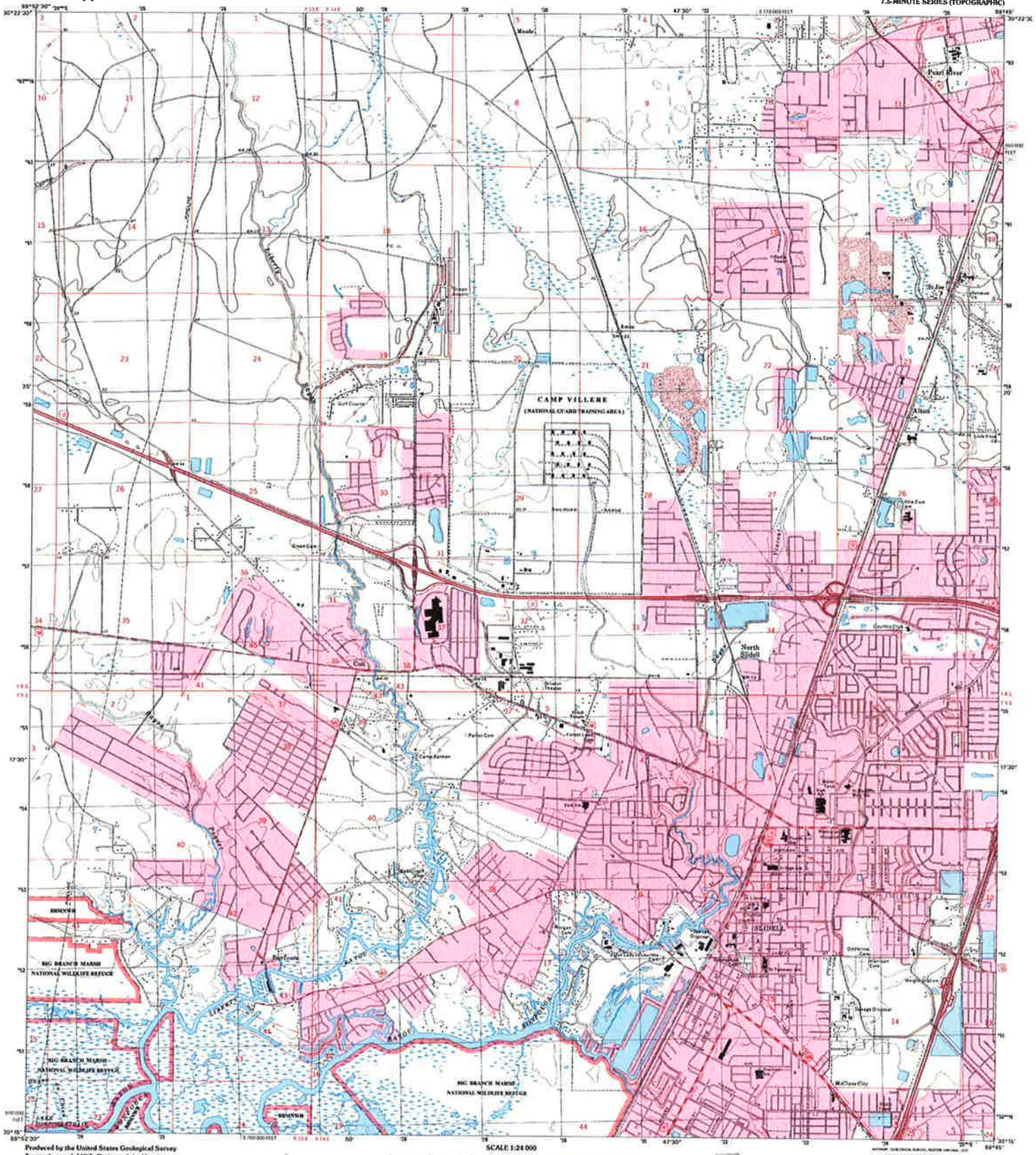
CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
DEPTH CURVES AND SOUNDINGS IN FEET - DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1.5 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
AND LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT, BATON ROUGE, LOUISIANA 70804
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

MANDEVILLE, LA
1998


LACOMBE QUADRANGLE
LOUISIANA-ST. TAMMANY PARISH
7.5-MINUTE SERIES (TOPOGRAPHIC)
U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY
USGS
SOUTHEAST LOUISIANA STATE HOSPITAL
Big Branch
LACOMBE
Oak Lawn
BIG BRANCH MARSH
NATIONAL WILDLIFE REFUGE
Goose Point
PONTCHARTRAIN
LAKE PONTCHARTRAIN
SCALE 1:24 000
CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
LACOMBE, LA
1998



U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

SLIDELL QUADRANGLE
LOUISIANA-ST. TAMMANY PARISH
7.5-MINUTE SERIES (TOPOGRAPHIC)

SCALE 1:24 000

Produced by the United States Geological Survey

Topography compiled 1969. Planimetry derived from imagery taken 1998 and other sources. Public Land Survey System and survey control current as of 1971

North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 16
10 000-foot ticks: Louisiana Coordinate System of 1983 (south zone)

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This quadrangle covers a subsidence area

Landmark buildings verified 1971

CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FEET TO METERS, MULTIPLY BY 0.3048

ROAD CLASSIFICATION

Primary highway — Light duty road, hard or improved surface
Secondary highway — Unimproved road
Interstate Route | U.S. Route | State Route

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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SLIDELL, LA
1998

NOAA 6844 IV SE-SERIES V885

Hazardous Materials

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

http://www.epa-echo.gov/cgi-bin/ideaotis.cgi
Last updated on Wednesday, October 14th, 2009.

Enforcement & Compliance History Online (ECHO)

Search Results (All Programs)

Help

343 Facilities Returned

◄ New Search

Information on the enforcement process is available on the FAQ page.
Entries in gray text denote records that are not federally required to be reported to EPA. These data may not be complete.

Add/Remove Columns | Map | Download

Facility Information (Select Name to Read Report)	Program ID#	Inspections (5 yrs)	Qtrs in Non Compliance (3 yrs)	Alleged Current Significant Violations	Informal Enforcement Actions/NOVs (5 yrs)	Formal Enforcement Actions (5 yrs)
A III ACQUISITIONS, LLC A III WAREHOUSE MANDEVILLE, LA 70000 FRS ID: 110029520203	ICP: LAG532222		n/a	n/a		
ABERS GOLDEN CLEANERS 2185 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110006029626	RCR: LAR000018325			no		
ABITA BAR-B-Q 69399 HWY 59 MANDEVILLE, LA 70470 FRS ID: 110017759415	ICP: LAG531588	2	n/a	n/a	1	
ABITA TERRACE ABITA AVE +ACY- HOFFMAN RD MANDEVILLE, LA 70471 FRS ID: 110020041998	ICP: LAR10C590		n/a	n/a	1	
ACADIANA TREAT SYS TULANE PRIMATE CTR RD MANDEVILLE, LA 70448 FRS ID: 110011167405	ICP: LAG570121	3	n/a	n/a	1	
ALAMOSA BUSINESS PARK LOT 40-A MANDEVILLE, LA 70448 FRS ID: 110037936909	ICP: LAR10F413		n/a	n/a		
ALAMOSA PARK MARION LANE, OFF HWY 59 MANDEVILLE, LA 70448 FRS ID: 110009017036	ICP: LAG570117		n/a	n/a		
	ICP: LAR10D711		n/a	n/a		
ALAMOSA PARK ON HWY 59 NORTH I-12 MANDEVILLE, LA 70448 FRS ID: 110037936892	ICP: LAR10F412		n/a	n/a		
ALBANO CLEANERS 4966 HWY 22 MANDEVILLE, LA 70471 FRS ID: 110006030366	RCR: LAR000030007			no		
ALBANO CLNRS 3061 E CAUSEWAY APPROACH MANDEVILLE, LA 70448 FRS ID: 110003304246	RCR: LAD981906274			no		
ALDRIGE OAKS BREWSTER RD MANDEVILLE, LA 70448 FRS ID: 110015660783	ICP: LAG531461	3	n/a	n/a	1	
ALESSI CLEANERS 2207 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110003301436	RCR: LAD981898927			no		
ALL CREATURES COUNTRY CLUB 23098 HWY 1088 MANDEVILLE, LA 70448 FRS ID: 110037489526	ICP: LAG537212		n/a	n/a		
	ICP: LAU005767		n/a	n/a		

ALL PURPOSE SELF STORAGE 1205 W. CAUSEWAY APPROACH MANDEVILLE, LA 70471 FRS ID: 110037936749	ICP: LAG532985		n/a	n/a		
ALTERNATIVE STAFFING & PAYROLLING INC. 22007 HOFFMAN ROAD MANDEVILLE, LA 70471 FRS ID: 110039179322	ICP: LAG533141		n/a	n/a		
ANGLES COLLISION CNTR 912B LAMARQUE ST MANDEVILLE, LA 70448 FRS ID: 110003348155	RCR: LAR000004036			no		
ANTIQUES & REFINISHING BY HENRY INC 965 CARROLL ST MANDEVILLE, LA 70448 FRS ID: 110003262576	RCR: LA0000855700			no		
ARTESIAN UTILITY 119 MARINA BOULEVARD MANDEVILLE, LA 70471 FRS ID: 110009021566	ICP: LA0105520	2	n/a	n/a	1	
ASBURY DRIVE OFFICE BLDG 633 ASBURY DR MANDEVILLE, LA 70471 FRS ID: 110020035148	ICP: LAG531656	1	n/a	n/a	1	
AUTHEMENT OFFICE COMPLEX 2107 N CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110015977488	ICP: LAG531510	2	n/a	n/a	1	
AUTOBAHN AUTO RPR 906 LAMARQUE ST MANDEVILLE, LA 70448 FRS ID: 110003351408	RCR: LAR000009241			no		
AUTOMOTIVE AIR SERVICES 925 LAFITTE ST MANDEVILLE, LA 70448 FRS ID: 110021031532	ICP: LAG531780		n/a	n/a	1	
AUTUMN WIND SUBDIVISION OFF HOFFMAN RD 0.25 MI FROM MANDEVILLE, LA 70448 FRS ID: 110015721673	ICP: LA0117391	1	n/a	n/a		1
B & N INVESTMENTS 2240 11TH ST. MANDEVILLE, LA 70471 FRS ID: 110037489134	ICP: LAG532739		n/a	n/a		
	ICP: LAU005774		n/a	n/a		
B IMPORTS BODY & PAINT 3940 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110003291205	RCR: LAD981515349			no		
B&K CONSTRUCTION CO ,INC. 1905 HWY. 59 MANDEVILLE, LA 70448 FRS ID: 110030441500	ICP: LAR10D905		n/a	n/a		
BASIC ELEMENTS DAY SPA 4045 DESOTO MANDEVILLE, LA 70471 FRS ID: 110037489161	ICP: LAG532742		n/a	n/a		
	ICP: LAU005780		n/a	n/a		
BAVZENICK PETROLEUM, INC. 58106 HIGHWAY 59 MANDEVILLE, LA 70448 FRS ID: 110008977027	ICP: LAG750379	1	n/a	n/a	1	
BAYOU MOON ANTIQUES PO BOX 1151 MANDEVILLE, LA 70470 FRS ID: 110011179036	ICP: LAG530613	1	n/a	n/a		
BEAU CHENE HOMEOWNERS ASSN OFF LA HWY 22 MANDEVILLE, LA 70470 FRS ID: 110009925082	ICP: LA0044377	2	n/a	n/a	1	
BELLONI WAREHOUSE 69345 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110023141081	ICP: LAG531895	1	n/a	n/a	1	
BEST OF AMERICA CARWASH 2300 FLORIDA ST. MANDEVILLE, LA 70448 FRS ID: 110011165746	ICP: LAG750130		n/a	n/a	1	
BOB CREEL DBA BUILT RITE 1865 SOUTH LANE	ICP: LAG531457	2	n/a	n/a	1	

MANDEVILLE, LA 70471 FRS ID: 110015660765						
BOBETTE LAURENDINE 4040 & 4042 DESOTO ST. MANDEVILLE, LA 70471 FRS ID: 110037492102	ICP: LAG532863		n/a	n/a		
BUTCHER DISTRIBUTORS, INC. 1695 SOUTH LANE MANDEVILLE, LA 70471 FRS ID: 110012690490	ICP: LAG531286	2	n/a	n/a	1	
	ICP: LAU003713		n/a	n/a	1	
C & M OIL SVC INC 117 E BRIAR CT MANDEVILLE, LA 70448 FRS ID: 110003339432	RCR: LAD985220243			no		
CAJUN COLOR INC 351 WINCHESTER CIRCLE MANDEVILLE, LA 70448 FRS ID: 110013307251	RCR: LAR000049585			no		
CAMELLIA CREEK DENTAL CTR 735 ASBURY DRIVE MANDEVILLE, LA 70448 FRS ID: 110022914248	ICP: LAG531904	1	n/a	n/a	1	
CAMPBELL BUSINESS PARK LOT 2 ONE CAMPBELL AVE MANDEVILLE, LA 70470 FRS ID: 110014392585	ICP: LAG531402	1	n/a	n/a	1	
CAMPBELL CABINET CO 4040 LA HWY 59 MANDEVILLE, LA 70448 FRS ID: 110015977371	ICP: LAG531502	2	n/a	n/a	1	
CAMPBELL PROPERTIES 4020 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110024465498	ICP: LAG531956	1	n/a	n/a		
CAMPBELL SHELVING CO., INC. 110 CAMPBELL AVE. MANDEVILLE, LA 70448 FRS ID: 110024564531	ICP: LAG531986	1	n/a	n/a		
CAMPBELL VENTURE #3,LLC 111 CAMPBEL AVENUE MANDEVILLE, LA 70471 FRS ID: 110027986650	ICP: LAG532177	1	n/a	n/a		
CARQUEST AUTO PARTS 1903 FLORIDA ST. MANDEVILLE, LA 70448 FRS ID: 110037489081	ICP: LAG532733		n/a	n/a		
	ICP: LAU005764		n/a	n/a		
CAUSEWAY CHRYSLER CNTR 3999 HWY 190 MANDEVILLE, LA 70448 FRS ID: 110006022561	RCR: LAD981607567			no		
CAUSEWAY MARINE & SPORTING CNTR 2101 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003355985	RCR: LAR000017442			no		
CENTRAL LA ELECTRIC CO AKA CLE 1530 DOVE PARK ROAD MANDEVILLE, LA 70471 FRS ID: 110011183183	ICP: LAG530118	1	n/a	n/a	1	
CENTURY 21 GAYLEZEY OFFICE BUILDING MANDEVILLE, LA 70471 FRS ID: 110029525869	ICP: LAG532219		n/a	n/a		
CHAHTA MOBILE HOME- 1101 COLBERT STREET MANDEVILLE, LA 70448 FRS ID: 110011168477	ICP: LAG570011	3	n/a	n/a	1	
CHAMPS NORTHSHORE COLLISION CTR 2501 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110003333296	RCR: LAD985208784			no		
CHAPEL CREED CONDOS PENNS CHAPEL RD & HWY 22 MANDEVILLE, LA 70448 FRS ID: 110030996901	ICP: LAR10E234		n/a	n/a		
CHAPEL CREEK CONDO & RETAIL DEVELOPMENT PENNS CHAPEL RD & LA HWY 22 MANDEVILLE, LA 70000 FRS ID: 110039183656	ICP: LAR10F737		n/a	n/a		

CHAPEL CREEK CONDOMINIUMS PENNS CHAPEL RD & MANDEVILLE, LA 70471 FRS ID: 110038518663	ICP: LAR10F677		n/a	n/a		
CHECKPOINT FLUIDIC SYSTEMS 21356 MARION LN MANDEVILLE, LA 70471 FRS ID: 110038920861	RCR: LAR000068403			no		
CHEVRON SS 200668 3809 HWY 22 MANDEVILLE, LA 70448 FRS ID: 110006025951	RCR: LAD985205947			no		
CHILDRENS COTTAGE PRESCHOOL 706 ASBURY DR MANDEVILLE, LA 70471 FRS ID: 110020158817	ICP: LAG531688	2	n/a	n/a	1	
CHILLYS FAMOUS SNO-BALLS 22319 HWY 1088 MANDEVILLE, LA 70448 FRS ID: 110014447982	ICP: LAG531411 E		n/a	n/a	1	
CHURCH OF THE KING 22205 LITTLE CREEK RD MANDEVILLE, LA 70471 FRS ID: 110037499490	ICP: LAR10F163		n/a	n/a		
CHURCH OF THE KING 21205 LITTLE CREEK RD. MANDEVILLE, LA 70448 FRS ID: 110037937105	ICP: LAR10F354		n/a	n/a		
CITY OF MANDEVILLE 3101 E CAUSEWAY APPROACH MANDEVILLE, LA 70448 FRS ID: 110014392406	ICP: LAR041008 E		n/a	n/a	1	
CLECO POWER, LLC NEAR MANDEVILLE MANDEVILLE, LA 70000 FRS ID: 110027362431	ICP: LAR10D679		n/a	n/a		
COASTAL PROPERTY HOLDINGS, LLC P O. BOX 9067 MANDEVILLE, LA 70470 FRS ID: 110011172060	ICP: LAG540642		n/a	n/a	1	
COLE'S RENTAL WORLD 2310 6TH ST MANDEVILLE, LA 70471 FRS ID: 110022460335	ICP: LAG531746 E		n/a	n/a	1	
	ICP: LAU004496		n/a	n/a	1	
COLE'S RENTAL WORLD OF MANDEVILLE, INC. MANDEVILLE, LA 70448 FRS ID: 110024570775	ICP: LAG750537	1	n/a	n/a		
CON SELECT INC 1701 SOUTH LN MANDEVILLE, LA 70471 FRS ID: 110003368089	RCR: LAR000042283			no		
CONTROLS & MOTIONS, LLC SAFEWAY INDUSTRIES MANDEVILLE, LA 70471 FRS ID: 110027364527	ICP: LAG532135	2	n/a	n/a		
CORNERSTONE CLEANERS 4350 HWY 22, STE C MANDEVILLE, LA 70471 FRS ID: 110033021593	RCR: LAR000065953			no		
CORPORATE CLEANERS MANDEVILLE 1814 N CAUSEWAY APPROACH MANDEVILLE, LA 70448 FRS ID: 110003284883	RCR: LAD144499613			no		
COTTMAN TRANSMISSION 725 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003296255	RCR: LAD981588536			no		
COUNTRY KITCHEN RESTAURANT 2109 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110011178411	ICP: LAG530696		n/a	n/a		
CREATIVE CHILD LEARNING CENTER, INC. MANDEVILLE, LA 70471 FRS ID: 110009932154	ICP: LAG530737		n/a	n/a	1	
CREST CUSTOM DRAPERIES & DR. ROY GROB, DENTIST MANDEVILLE, LA 70471	ICP: LAG532729		n/a	n/a		

FRS ID: 110037489045						
CROSSROADS SHOPPING CTR WEST SIDE OF HWY 59 MANDEVILLE, LA 70448 FRS ID: 110017884333	ICP: LAG531649 E	2	n/a	n/a		1
DAIQUIRIS & CREAM OF MANDEVILLE LLC MANDEVILLE, LA 70447 FRS ID: 110032939444	ICP: LAG532403		n/a	n/a		
DANNY'S AUTOMOTIVE UNKNOWN MANDEVILLE, LA 00000 FRS ID: 110038373328	ICP: LAG470284		n/a	n/a		
DARBY HOLDINGS, LLC 601 ASBURY SQUARE MANDEVILLE, LA 70471 FRS ID: 110025348309	ICP: LAG532090	1	n/a	n/a		
DAVES COLLISION SHOP 1790 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110006017808	ICP: LAG531471	2	n/a	n/a	1	
	RCR: LA0000034561			no		
DAVID NORRIS-OFFICE BLDG 68665 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110017361530	ICP: LAG531551 E	1	n/a	n/a	1	
DEJAUNAY HAIR DESIGN 1309 N. CAUSEWAY BLVD. MANDEVILLE, LA 70471 FRS ID: 110037490104	ICP: LAG532815		n/a	n/a		
	ICP: LAU005759		n/a	n/a		
DELIVERANCE TABERNACLE UNITED PO BOX 1095 MANDEVILLE, LA 70470 FRS ID: 110011178206	ICP: LAG530747 E	1	n/a	n/a		
DELTA FENCE 945 LAMARQUE ST. MANDEVILLE, LA 70448 FRS ID: 110037490275	ICP: LAG532748		n/a	n/a		
	ICP: LAU005766		n/a	n/a		
DENNIS R. PREAU DDS 2140 NINTH ST. MANDEVILLE, LA 70471 FRS ID: 110011177724	ICP: LAG530844		n/a	n/a		
DEVUN VETERINARY MEDICAL HOSPITAL INC MANDEVILLE, LA 70471 FRS ID: 110020843088	ICP: LAG531738 E	1	n/a	n/a	1	
DH LEE CLNRS 2201 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110003314217	RCR: LAD985172642			no		
DIGITAL PHOTO STORE LLC 3445 HWY 190 MANDEVILLE, LA 70471 FRS ID: 110006031169	RCR: LAR000037283			no		
DIXIELAND FOREST CORP . MANDEVILLE, LA 70471 FRS ID: 110038517496	ICP: LAG533100		n/a	n/a		
DIXIELAND FOREST CORP . MANDEVILLE, LA 70471 FRS ID: 110039202074	ICP: LAG533100		n/a	n/a		
DOCTORS CHIROPRACTIC GROUP 2030 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003325875	RCR: LAD985198050			no		
DOLLAR GRNERAL & RETAIL SPACES LA HWY 59 & ORLEANS DR. MANDEVILLE, LA 70448 FRS ID: 110012690506	ICP: LAG531290		n/a	n/a	1	
DOUGS RPR SHOP 2118 MONROE ST MANDEVILLE, LA 70448 FRS ID: 110003280217	RCR: LAD088928270			no		
DR GLEN J CORCORAN 3701 HWY 59 STE E MANDEVILLE, LA 70471 FRS ID: 110014368772	RCR: LAR000051078			no		
DR GUY MURPHY LOT 27, 28; CHINCHUBA SUBDIVIS						

MANDEVILLE, LA 70470 FRS ID: 110020832535	ICP: LAG530918	1	n/a	n/a		
DRS CHIROPRACTIC GROUP 1796 W CAUSEWAY APPROACH MANDEVILLE, LA 70471 FRS ID: 110003354012	RCR: LAR000014126			no		
DRYCLEANING BY LOUIS 3910 HWY 22 MANDEVILLE, LA 70471 FRS ID: 110006030393	RCR: LAR000030155			no		
DUO FAST DIXIE INC 261 W CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003290279	RCR: LAD981513096			no		
EFFICIENT TRANSMISSION 2247 FLORIDA BLVD MANDEVILLE, LA 70448 FRS ID: 110003296790	RCR: LAD981589252			no		
ELEGANT HOME BUILDERS INC HWY 59 WAREHOUSE MANDEVILLE, LA 70448 FRS ID: 110038331695	ICP: LAG533021		n/a	n/a		
ELLIOT CYCLE & MARINE 2669 N CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110003355495	RCR: LAR000016113			no		
ERNEST LANGLINAIS 2213 NORTH CAUSEWAY MANDEVILLE, LA 70471 FRS ID: 110037492013	ICP: LAG532851	1	n/a	n/a		
EVANS INVESTMENT PROPERTIES 4085 DESOTO STREET MANDEVILLE, LA 70471 FRS ID: 110020834677	ICP: LAG531774 E		n/a	n/a	1	
EVANS OUTBOARD 67194 INDUSTRY LN #3 4 MANDEVILLE, LA 70448 FRS ID: 110003357411	RCR: LAR000020057			no		
EWING IRRIGATION, GOLF & INDUSTRIAL MANDEVILLE, LA 70471 FRS ID: 110017699338	ICP: LAG531574	1	n/a	n/a	1	
EXEMPLAR PROPERTIES I,LLC 594 ASBURY DRIVE MANDEVILLE, LA 70448 FRS ID: 110022914159	ICP: LAG531884	1	n/a	n/a	1	
EXEMPLAR PROPERTIES II LLC ART TIME MANDEVILLE, LA 70471 FRS ID: 110025337044	ICP: LAG532097	2	n/a	n/a		
EXPRESSWAY FOOD MART 69340 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110038517655	ICP: LAG533122		n/a	n/a		
EXXON CO USA 51396 3001 E CAUSEWAY APPROACH MANDEVILLE, LA 70448 FRS ID: 110003323715	RCR: LAD985195049			no		
F.A. RICHARD & ASSOCIATES 2360 5TH AVENUE SUITE 100 MANDEVILLE, LA 70471 FRS ID: 110011182521	ICP: LAG531090		n/a	n/a		
FAIR ENGINEERING SALES, INC. 2022 TAMVEST CT. MANDEVILLE, LA 70448 FRS ID: 110037489152	ICP: LAG532741		n/a	n/a		
	ICP: LAU005765		n/a	n/a		
FIRST CHOICE COLLISION CENTER LLC 925 LAFITTE ST, STE A MANDEVILLE, LA 70448 FRS ID: 110033626841	RCR: LAR000066225			no		
FLASH FOTO INC 5150 HWY 22, STE C3 MANDEVILLE, LA 70471 FRS ID: 110020742302	RCR: LAR000056903			no		
FONTAINEBLEAU HIGH SCHOOL 100 BULLDOG DRIVE MANDEVILLE, LA 70471 FRS ID: 110021542721	RCR: LAR000058107			no		
FONTAINEBLEAU STATE PARK						

67825 LA HWY 190 MANDEVILLE, LA 70448 FRS ID: 110037493165	ICP: LAG532681		n/a	n/a		
FONTAINEBLEAU STATE PARK GROUP CAMPS MANDEVILLE, LA 70448 FRS ID: 110038375567	ICP: LAR10F607		n/a	n/a		
FOREST PARK APARTMENTS STP 1256 PARK DRIVE MANDEVILLE, LA 70448 FRS ID: 110009931182	ICP: LAG540551		n/a	n/a	1	
FOUNTAINS & FLOWERS 69332 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110038517646	ICP: LAG533120		n/a	n/a		
GIL COPELAND 1724 SOUTH LANE MANDEVILLE, LA 70471 FRS ID: 110017359026	ICP: LAG531705	1	n/a	n/a	1	
	ICP: LAU004127		n/a	n/a	1	
GOLDEN YEARS GERIATRIC ADULT DAY CARE LLC MANDEVILLE, LA 70471 FRS ID: 110038517628	ICP: LAG533117		n/a	n/a		
GOUX ENTPRISES INC PO BOX 1429 MANDEVILLE, LA 70470 FRS ID: 110011174031	ICP: LAG540330		n/a	n/a		
GRAND HOMES, LLC_WWTP 2244 11TH STREET MANDEVILLE, LA 70470 FRS ID: 110032822818	ICP: LAG532313		n/a	n/a		
GRAPHIC CTR 1340 PARK MANDEVILLE, LA 70471 FRS ID: 110003351328	RCR: LAR000009126			no		
GREATER NEW ORLEANS EXPRESSWAY BASCULE BRIDGE CONTROL TOWER MANDEVILLE, LA 70000 FRS ID: 110012672553	ICP: LAG531299		n/a	n/a	1	
GREEN ACRES LAWN & GARDEN SVC CTR 1835 FLORIDA BLVD MANDEVILLE, LA 70448 FRS ID: 110003310765	RCR: LAD982553455			no		
GREENLEAVES UTILITY CO 845 GALVEZ STREET MANDEVILLE, LA 70448 FRS ID: 110009047245	ICP: LA0068730	9	11	no		1
GUARANTY SAVINGS & HOMESTEAD ASSOCIATION MANDEVILLE, LA 70471 FRS ID: 110017699757	ICP: LAG531564	1	n/a	n/a	1	
HMIH 1785 HWY 59 MANDEVILLE, LA 70470 FRS ID: 110027365991	ICP: LAG532148		n/a	n/a		
HORNBECK OFFSHORE SVCS 414A N CAUSEWAY BLVD HORNBECK MANDEVILLE, LA 70448 FRS ID: 110003365466	RCR: LAR000036012			no		
HORNBECK OFFSHORE TRANSPORTATION 414B N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003365475	RCR: LAR000036020			no		
HOSANNA LUTHERAN CHURCH, INC. 2480 HWY 190 EAST MANDEVILLE, LA 70470 FRS ID: 110011181924	ICP: LAG530208		n/a	n/a		
HUGGINS FIBERGLASS REPAIR, INC 69318 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110020140845	ICP: LAG531713	2	n/a	n/a	1	
H20 SYSTEMS, INC. I59 COMMERCIAL & MHP MANDEVILLE, LA 70448 FRS ID: 110008992144	ICP: LAG570203	2	n/a	n/a	1	
IBERIA BANK BUILDING 4565 LASALLE ST. MANDEVILLE, LA 70471 FRS ID: 110037492497	ICP: LAG532877		n/a	n/a		
	ICP: LAU005753		n/a	n/a		

INDUSTRIAL CLEANUP INC PORTABLE SOURCE MANDEVILLE, LA 70000 FRS ID: 110024825297	AFS: 2277700580		n/a	n/a		
ISIS THE SALON-BEAU MONDE 255 11TH STREET MANDEVILLE, LA 70448 FRS ID: 110011178019	ICP: LAG530803		n/a	n/a	1	
JEWEL AMONG THE PINES HOMEOWNE CHINCHUBA SUBDIVISION MANDEVILLE, LA 70448 FRS ID: 110009931333	ICP: LAG540400		n/a	n/a	1	
JIMMY NELSONS AUTO 2036 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110003347370	RCR: LAR000002493			no		
JK LOGISTICS LLC 1680 SOUTH LANE MANDEVILLE, LA 70471 FRS ID: 110039179117	ICP: LAG533130		n/a	n/a		
JOHN BRIANT CO INC PO BOX 189 MANDEVILLE, LA 70470 FRS ID: 110011181737	ICP: LAG530273		n/a	n/a		
KANGROO EXPRESS #3764 4115 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110009930058	ICP: LAG750016		n/a	n/a		
KARATE USA, INC. 4470 HWY 22 MANDEVILLE, LA 70471 FRS ID: 110012672508	ICP: LAG531285	1	n/a	n/a	1	
	ICP: LAU003725		n/a	n/a	1	
KBK AUTOMOTIVE INC CORNER OF HWY 59 & SPARTAN DR MANDEVILLE, LA 70470 FRS ID: 110013678635	ICP: LAG470161		n/a	n/a	1	
KBK FLEET SVC 506 LAFITTE ST MANDEVILLE, LA 70448 FRS ID: 110003295327	RCR: LAD981586506			no		
KENNYS AUTO SVC 912 LAMARQUE ST STE A MANDEVILLE, LA 70448 FRS ID: 110003263575	RCR: LA0000917914			no		
KINDER HAUS MONTESSORI 252 MAGNOLIA STREET MANDEVILLE, LA 70471 FRS ID: 110035765605	ICP: LAG532752		n/a	n/a		
	ICP: LAU005736		n/a	n/a	1	
KNIGHT'S WRECKER SVC, INC. 2041 SPARTAN DR. MANDEVILLE, LA 70448 FRS ID: 110037489937	ICP: LAG532795		n/a	n/a		
	ICP: LAU005771		n/a	n/a		
LA DEPT OF HEALTH & HOSPITALS 3 M E OF CAUSEWAY MANDEVILLE, LA 70470 FRS ID: 110009697015	ICP: LA0049671 E	2	n/a	n/a	1	
LA DOTD US HWY 190 MANDEVILLE, LA 70448 FRS ID: 110024812746	ICP: LAR10D457		n/a	n/a		
LA DOTD STATE PROJECT #852-11-0007 MANDEVILLE, LA 70000 FRS ID: 110031268296	ICP: LAR10E365		n/a	n/a		
LA DOTD LA 59 AT INTERSECTION OF I-12 & LA 59 MANDEVILLE, LA 70000 FRS ID: 110039183530	ICP: LAR10F730		n/a	n/a		
LA GRILL RESTAURANT 2223CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110011177476	ICP: LAG530902	1	n/a	n/a	1	
LA PETITE MAISON CHILDCARE LLC 600 ASBURY DRIVE MANDEVILLE, LA 70471 FRS ID: 110039179046	ICP: LAG533129		n/a	n/a		
LA STATE POLICE TROOP L 2600 N CAUSEWAY BLVD MANDEVILLE, LA 70448	ICP: LAG480304	2	n/a	n/a	1	
	RCR: LAD985203470			no		

FRS ID: 110003329586						
LAFARGE CORP UNKNOWN MANDEVILLE, LA 00000 FRS ID: 110021031177	ICP: LAR05A237	2	n/a	n/a	1	
LAFARGE CORP UNKNOWN MANDEVILLE, LA 00000 FRS ID: 110021031373	ICP: LAR05M168	2	n/a	n/a	1	
LAMARQUE NORTH SHORE FORD INCORPORATED 1943 NORTH CAUSEWAY BOULEVARD MANDEVILLE, LA 70448 FRS ID: 110003273234	RCR: LAD042880773			no		
LANIER MUSIC CORNER OF HWY 59 & HARRY LEMON MANDEVILLE, LA 70471 FRS ID: 110009932145	ICP: LAG530731 E		n/a	n/a	1	
LANNY CAZAUX 1691 SOUTH LN MANDEVILLE, LA 70471 FRS ID: 110015660881	ICP: LAG531479	2	n/a	n/a	1	
LATTER & BLUM 1151 N. CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110037490328	ICP: LAG532757		n/a	n/a		
	ICP: LAU005757		n/a	n/a		
LAVIGNE PLAZA LLC BLUE HARBOR POINT CAR WAS MANDEVILLE, LA 70471 FRS ID: 110008976992	ICP: LAG750328 E	1	n/a	n/a		1
LAZARO'S HEATING & AIR CONDITIONING, INC MANDEVILLE, LA 70471 FRS ID: 110037490024	ICP: LAG532805		n/a	n/a		
LEWISBURG ESTATE TREATMENT PLT END OF COPAL STREET MANDEVILLE, LA 70448 FRS ID: 110011167753	ICP: LAG570095	1	n/a	n/a	1	
LEXINGTON PLACE STF LITTLE CREEK RD @ MANDEVILLE, LA 70448 FRS ID: 110037936375	ICP: LAG570445		n/a	n/a		
LIBERTY SELF STORAGE ON HWY 59 MANDEVILLE, LA 70000 FRS ID: 110029516708	ICP: LAR10D904		n/a	n/a		
	ICP: LAR10D953		n/a	n/a		
LIBERTY SELF STORAGE #11 22534 HWY 1088 MANDEVILLE, LA 70448 FRS ID: 110022914168	ICP: LAG531885		n/a	n/a	1	
LIBERTY SELF STORAGE #3 1438 N. CAUSEWAY APPROACH MANDEVILLE, LA 70471 FRS ID: 110020140453	ICP: LAG531491		n/a	n/a	1	
LICCIARDI DEVELOPMENT LLC 1/4 MILE NORTH OF HWY 190 # HW MANDEVILLE, LA 00000 FRS ID: 110009932163	ICP: LAG530754		n/a	n/a		
LINDSAY PROPERTIES, LLC 801 ASBURY DRIVE MANDEVILLE, LA 70470 FRS ID: 110011182166	ICP: LAG530238	1	n/a	n/a		
LITTLE TOKYO 590 ASBURY DRIVE MANDEVILLE, LA 70471 FRS ID: 110022857470	ICP: LAG531848		n/a	n/a	1	
LOT 4 ORLEANS STREET LOT 4 SQUARE, NEAR OLD MANDEVI MANDEVILLE, LA 70471 FRS ID: 110020832526	ICP: LAG530915		n/a	n/a		
M.C.H., LLC 22161 MARSHALL RD MANDEVILLE, LA 70448 FRS ID: 110009111754	ICP: LAG530003	1	n/a	n/a	1	
M&E GROUP, LLC FABRICS SECOND TO NONE MANDEVILLE, LA 70471 FRS ID: 110015720709	ICP: LAG531474	2	n/a	n/a	1	

MAMACITA'S GERARD ST, LLC 2345 FLORIDA MANDEVILLE, LA 70448 FRS ID: 110009014495	ICP: LAG530704 E		n/a	n/a		1
MANDABITA PLAZA 70326 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110038373523	ICP: LAG533042		n/a	n/a		1
MANDEVILLE CHRISTIAN FELLOWSHIP CHRUCH MANDEVILLE, LA 70448 FRS ID: 110020061886	ICP: LAG531674		n/a	n/a	1	1
MANDEVILLE CHRISTIAN CHURCH 229 LAKE VISTA MANDEVILLE, LA 70471 FRS ID: 110011177298	ICP: LAG530862 E		n/a	n/a	1	1
MANDEVILLE CITY OF (HICKORY) 500 MANDEVILLE HIGH BOULEVARD MANDEVILLE, LA 70448 FRS ID: 110000732404	ICP: LAL038288			no	1	1
	ICP: LA0038288 E	4	11	S	1	1
MANDEVILLE COLLISION CENTER 2180 ORLEANS STREET MANDEVILLE, LA 70448 FRS ID: 110014457024	RCR: LAR000051631			no		1
MANDEVILLE HIGH SCHOOL #1 SKIPPER DRIVE MANDEVILLE, LA 70471 FRS ID: 110021536818	RCR: LAR000058115			no		1
MANDEVILLE JUNIOR HIGH SCHOOL 639 CARONDELET ST MANDEVILLE, LA 70448 FRS ID: 110022526088	RCR: LAR000058123			no		1
MANDEVILLE KARATE TRAINING CTR MANDEVILLE, LA 70448 FRS ID: 110016758864	ICP: LAG531528	1	n/a	n/a	1	1
MANDEVILLE MIDDLE SCHOOL 2525 SOULT STREET MANDEVILLE, LA 70448 FRS ID: 110021506093	RCR: LAR000058131			no		1
MANDEVILLE 2 DUMP HWY 190 MANDEVILLE MANDEVILLE, LA 70448 FRS ID: 110007291992	AFS: 2210300014	1	n/a	n/a		1
MARBLE QUARRY (THE) 399 HWY 3228 MANDEVILLE, LA 70471 FRS ID: 110000597211	AFS: 2210300047	1	n/a	n/a		1
MARIMAX, LLC 1744 SOUTH LANE MANDEVILLE, LA 70471 FRS ID: 110015720610	ICP: LAG531445	2	n/a	n/a	1	1
MARQUEZ'S AUTO SVC CTR 1042 GERARD ST. MANDEVILLE, LA 70448 FRS ID: 110020842515	ICP: LAG470216 E		n/a	n/a	1	1
MARRET, LLC 3RD STREET BUILDING MANDEVILLE, LA 70470 FRS ID: 110011182264	ICP: LAG530165	2	n/a	n/a		1
MARSHALL ROAD WAREHOUSE 22240 MARSHALL RD MANDEVILLE, LA 70471 FRS ID: 110016684131	ICP: LAG531524	2	n/a	n/a	1	1
MASONRY PRODUCTS SALES INC 68677 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110015976862	ICP: LAG531516	2	n/a	n/a	1	1
MASTERWORKS CONSTRUCTION CO.IN 22241 MARSHALL RD OFF HWY 59 MANDEVILLE, LA 70470 FRS ID: 110012690588	ICP: LAG531266 E	1	n/a	n/a	1	1
MASTERWORKS CONSTRUCTION COMP 22241 MARSHALL ROAD MANDEVILLE, LA 70470 FRS ID: 110009111647	ICP: LAG531206		n/a	n/a	1	1
MCCONNEL STP 2365 8TH STREET MANDEVILLE, LA 70471	ICP: LAG531437	1	n/a	n/a	1	1

FRS ID: 110015603284	ICP: LAU004038	1	n/a	n/a		1
MCDONALD'S CORP-MANDEVILLE 2045 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110011181112	ICP: LAG530367	2	n/a	n/a		1
MDF, LLC 8081 WINNERS CIRCLE MANDEVILLE, LA 70448 FRS ID: 110011176743	ICP: LAG530993		n/a	n/a	1	
MEDICAL/DENTAL OFFICE BLDG 4408 LA HWY 22 MANDEVILLE, LA 70448 FRS ID: 110022464153	ICP: LAG531821		n/a	n/a	1	
MENDOW CONSTRUCTION @ SHARP RD & HIGHWAY 3228 MANDEVILLE, LA 00000 FRS ID: 110009015010	ICP: LAG530744		n/a	n/a		
MERLIN HERBERGER, JR/ 520 ASBURY MANDEVILLE, LA 70448 FRS ID: 110024564354	ICP: LAG531975		n/a	n/a		
MERLIN HERBERGER, JR/ 530 ASBURY MANDEVILLE, LA 70448 FRS ID: 110024564381	ICP: LAG531976		n/a	n/a		
MERLIN WAREHOUSE NO 2 22201 MCH ROAD MANDEVILLE, LA 70471 FRS ID: 110029525805	ICP: LAG532210	2	n/a	n/a		
MGK PROFESSIONAL BUILDING COLBERT @ HWY 190 MANDEVILLE, LA 00000 FRS ID: 110009932083	ICP: LAG530771		n/a	n/a		
MONJURE PRINTING CO 2028 SPARTAN DR MANDEVILLE, LA 70448 FRS ID: 110003277846	RCR: LAD071933444			no		
MORAY PROPERTIES LLC C/O PINEAPPLE GALLERY MANDEVILLE, LA 70471 FRS ID: 110009014556	ICP: LAG530664	1	n/a	n/a		
MOTIVA ENTERPRISES LLC #137452 501 N CAUSEWAY MANDEVILLE, LA 70448 FRS ID: 110032669146	RCR: LAR000064725			no		
MR. JOEY LAMARTINA 132 WEST RUELLE ST MANDEVILLE, LA 70471 FRS ID: 110009111745	ICP: LAG530853		n/a	n/a	1	
MUNCHEN MOTORS 1786 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110006029369	RCR: LAR000015263			no		
MUNCHEN MOTORS, INC. 2025 N. CAUSEWAY MANDEVILLE, LA 70471 FRS ID: 110024401565	ICP: LAG470229		n/a	n/a		
NEIGHBORHOOD CLEANERS 2018 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110003363752	RCR: LAR000032839			no		
NEW ECONO CLNRS INC 2201 11TH ST STE 4 MANDEVILLE, LA 70448 FRS ID: 110003319999	RCR: LAD985188341			no		
	RCR: LAR000042473			no		
NEW MANDEVILLE K-1 ELEMENTARY SCHOOL MANDEVILLE, LA 70000 FRS ID: 110033630391	ICP: LAR10E782		n/a	n/a		
NORMAN H. VOELKEL CONSTRUCTION 790 ASBURY DR MANDEVILLE, LA 70471 FRS ID: 110015720790	ICP: LAG531497	4	n/a	n/a	1	
	ICP: LAU004922		n/a	n/a		
NORTH INSTITUTE 820 ASBURY DR MANDEVILLE, LA 70471 FRS ID: 110020158434	ICP: LAG531712	2	n/a	n/a	1	
NORTH LAKE EXXON 3810 HWY 22						

MANDEVILLE, LA 70448 FRS ID: 110006021982	RCR: LAD981587330			no		
NORTH LANE DORM & RV ON NORTH LANE MANDEVILLE, LA 70471 FRS ID: 110037493058	ICP: LAG532885		n/a	n/a		
NORTH SHORE IRON WORKS 1714 FLORIDA AVENUE MANDEVILLE, LA 70448 FRS ID: 110015591279	RCR: LAR000052126			no		
NORTH SHORE LIFT TRUCK 68655 HWY 59 MANDEVILLE, LA 70470 FRS ID: 110006027405	RCR: LAD985221191			no		
NORTHLAKE AUTO SVCS INC 531 ASBURY DR MANDEVILLE, LA 70471 FRS ID: 110003329130	RCR: LAD985202753			no		
NORTHLAKE AUTOMOTIVE SERVICES & REPAIRS MANDEVILLE, LA 70471 FRS ID: 110027364484	ICP: LAG470237	1	n/a	n/a		
NORTHLAKE ENVIRONMENTAL ENGR S CAROLINE ST. MANDEVILLE, LA 70000 FRS ID: 110011142584	ICP: LA0105554	4	n/a	n/a	1	
NORTHLAKE GLASS WORKS 910 LEMARQUE MANDEVILLE, LA 70448 FRS ID: 110003280226	RCR: LAD088929567			no		
NORTHLAKE PRECISION INC 203 PINELAND ST MANDEVILLE, LA 70471 FRS ID: 110011180676	ICP: LAG530394	1	n/a	n/a	1	
NORTHLAKE VETERINARY_HOSPITAL 2480 N CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110022548689	ICP: LAG531840		n/a	n/a	1	
NORTHSHORE ANIMAL HOSPITAL 1101 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110012807864	ICP: LAG531313		n/a	n/a	1	
NORTHSHORE I COMMERCIAL CONDO 1011 N CUASEWAY BLVD, STE 19 MANDEVILLE, LA 70471 FRS ID: 110011180685	ICP: LAG530395		n/a	n/a		
NORTHSHORE MARINE SALES & SERVICES INC MANDEVILLE, LA 70448 FRS ID: 110038517977	ICP: LAR05P093		n/a	n/a		
NORTHSHORE MARINE SALES AND SERVICES INC 261 ATALIN ST MANDEVILLE, LA 70448 FRS ID: 110003342062	RCR: LAD985224138			no		
NORTHSHORE REDI MED, LLC REDI-MED CLINIC MANDEVILLE, LA 70471 FRS ID: 110025347667	ICP: LAG532062		n/a	n/a		
NU-LITE ELECTRICAL WHOLESALERS MANDEVILLE, LA 70471 FRS ID: 110027364518	ICP: LAG532133	2	n/a	n/a		
OCHSNER CLINIC ST TAMMANY 2810 FLORIDA AVE MANDEVILLE, LA 70448 FRS ID: 110003298100	RCR: LAD981593643			no		
OFFICE/WAREHOUSE FOR SUBTERRANEAN CONSTRUCTION LLC MANDEVILLE, LA 70471 FRS ID: 110025347685	ICP: LAG532064	1	n/a	n/a		
OLA'S CAFE DBA OLA'S PLACE 1851 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110011180729	ICP: LAG530401		n/a	n/a		
OMNI STORAGE 69201 HWY 59 MANDEVILLE,, LA 70471 FRS ID: 110020158461	ICP: LAG531718	1	n/a	n/a	1	

ONESOURCE PROFESSIONAL SEARCH MANDEVILLE, LA 70471 FRS ID: 110037489170	ICP: LAG532743		n/a	n/a		
OPS TURNKEY LLC 1206 PARK DR MANDEVILLE, LA 70471 FRS ID: 110011177626	ICP: LAG530823		n/a	n/a		
ORLEANS BUILDING 2140-2180 ORLEANS ST. MANDEVILLE, LA 70471 FRS ID: 110025347694	ICP: LAG532065		n/a	n/a		
ORTHOPAEDIC CLINIC OF MANDEVILLE MANDEVILLE, LA 70471 FRS ID: 110012314389	ICP: LAG531207	1	n/a	n/a	1	
PAINTBALL COMMAND, INC. 21268 EMILE STRAIN MANDEVILLE, LA 70471 FRS ID: 110012807891	ICP: LAG531316	2	n/a	n/a	1	
	ICP: LAU003728		n/a	n/a	1	
PAT NAVARRES AUTO REPAIR 1021 GERARD ST MANDEVILLE, LA 70448 FRS ID: 110003276614	RCR: LAD065072753			no		
PATRICK SHANNON ALLISON DDS 2030 N. CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110017699748	ICP: LAG531558 E	1	n/a	n/a	1	
PAUL GEMENT 915-975 BLOCK OF CARROLL ST MANDEVILLE, LA 70471 FRS ID: 110038331917	ICP: LAG533029		n/a	n/a		
PELLEGRINE TUNE UP INC 4019 LASALLE ST MANDEVILLE, LA 70448 FRS ID: 110003349537	RCR: LAR000005892			no		
PELLEGRINE TUNE UP INC 721 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003351612	RCR: LAR000009548			no		
PENSKE AUTO CTR 3555 HWY 190 STE B MANDEVILLE, LA 70471 FRS ID: 110009583414	RCR: LAR000011767			no		
PEPSIAMERICAS, INC. 1744 SOUTH LANE MANDEVILLE, LA 70471 FRS ID: 110015720273	ICP: LAR05N467	1	n/a	n/a	1	
PERFORMANCE CHIROPRACTIC 655 ASBURY MANDEVILLE, LA 70471 FRS ID: 110037493290	ICP: LAG532695	1	n/a	n/a		
PINE GROVE ELECTRICAL SUPPLY INC MANDEVILLE, LA 70471 FRS ID: 110015660756	ICP: LAG531456	2	n/a	n/a	1	
PLANT KIDS PRE-SCHOOL 1335 SOULT STREET MANDEVILLE, LA 70448 FRS ID: 110011177706	ICP: LAG530842	1	n/a	n/a		
PORTIONED MEATS INC MANDEVILLE PLANT MANDEVILLE, LA 70470 FRS ID: 110017698918	ICP: LAG531579		n/a	n/a	1	
PRECISION DETAIL LLC 1301 N. CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110022418524	ICP: LAG750515		n/a	n/a	1	
PREMIER CLEANERS 1461 N CAUSEWAY BLVD STE 15 MANDEVILLE, LA 70471 FRS ID: 110003363716	RCR: LAR000032797			no		
PRIME INDUSTRIAL 68674 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110016758882	ICP: LAG531534 E	1	n/a	n/a	1	
PRINCIPAL PROPERTY & LAND CO 2275 8TH STREET MANDEVILLE, LA 70470	ICP: LAG531860		n/a	n/a	1	

FRS ID: 110022858709						
PRISTINE DRY CLEANERS LLC 1200 W CAUSEWAY APPROACH, STE 10 MANDEVILLE, LA 70471 FRS ID: 110016747261	RCR: LAR000053348			no		
PYROTECNICO OF LA, LLC OFFICE/WAREHOUSE MANDEVILLE, LA 70471 FRS ID: 110038373818	ICP: LAG533078	1	n/a	n/a		
QUAD INVESTMENTS LLC 4021 DESOTO ST., A MANDEVILLE, LA 70471 FRS ID: 110017361601	ICP: LAG531555	1	n/a	n/a	1	
QUALITY CLNRS & SVC 1815 N CAUSEWAY MANDEVILLE, LA 70448 FRS ID: 110003302541	RCR: LAD981901259			no		
RAY BRANDT COLLISION CENTER NORTHSHORE 2044 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110015669819	RCR: LAR000052308	1		no	1	
REDI MED INC 4410 HWY 22 MANDEVILLE, LA 70448 FRS ID: 110006020885	RCR: LAD118990431			no		
REGIONAL TRAINING FACILITY 1800 NORTH LANE MANDEVILLE, LA 70448 FRS ID: 110029525814	ICP: LAG532213	1	n/a	n/a		
RELIABLE HITCHES DBA HITCH N TOW 727 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003318437	RCR: LAD985186311			no		
RESOURCE BANK 68177 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110015605825	ICP: LAG531420	1	n/a	n/a	1	
RICHARD ST. PE COMPANY, INC. D/B/A ARBORIST SPECIALTIES MANDEVILLE, LA 70471 FRS ID: 110016684113	ICP: LAG531521		n/a	n/a	1	
RISING SUN IMPORTS 639 GERARD ST MANDEVILLE, LA 70448 FRS ID: 110003258457	RCR: LA0000069955			no		
RIVERBEND NURSING & REHABILITA PO BOX 1429 MANDEVILLE, LA 70470 FRS ID: 110011170534	ICP: LAG540849		n/a	n/a		
RIVERSIDE VETERINARY HOSITAL 2099 N CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110020035139	ICP: LAG531653	2	n/a	n/a	1	
ROBERTS HARDWARE & LUMBER 69458 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110015660907	ICP: LAG531481	3	n/a	n/a	1	
RONALD A GOUX PO BOX 1429 MANDEVILLE, LA 70470 FRS ID: 110011178331	ICP: LAG530685		n/a	n/a		1
ROYAL HOMES THIRD STREET OFFICE BLDG MANDEVILLE, LA 70471 FRS ID: 110017699383	ICP: LAG531571		n/a	n/a	1	
RUFUS W. TINGLE, INC. WOODSTONE SUBDIVISION MANDEVILLE, LA 70000 FRS ID: 110030438293	ICP: LAR10E088		n/a	n/a		
RX TECHNOLOGY 2264 7TH ST MANDEVILLE, LA 70471 FRS ID: 110003364840	RCR: LAR000035105			no		
S & G INVESTMENTS, LLC FOREST PARK SUBDIVISION MANDEVILLE, LA 70470 FRS ID: 110009932056	ICP: LAG530765		n/a	n/a		
SAFE HARBOR INC.						

4441 IBERVILLE ST. MANDEVILLE, LA 70470 FRS ID: 110032824086	ICP: LAG532402		n/a	n/a		
SCHECH PROPERTIES, INC. 1690 SOUTH LANE BUILDING MANDEVILLE, LA 70448 FRS ID: 110023141125	ICP: LAG531907	1	n/a	n/a	1	
SCOTT CUSTOM HOMES, INC. 4061 HIGHWAY 59 MANDEVILLE, LA 70448 FRS ID: 110012690579	ICP: LAG531263		n/a	n/a	1	
SE LA WATER & SEWER CO HWY 59 WAREHOUSE MANDEVILLE, LA 70448 FRS ID: 110017884761	ICP: LAG531622	2	n/a	n/a	1	
SE LA WATER & SEWER CO., LLC CASTINE REGIONAL STP MANDEVILLE, LA 70448 FRS ID: 110024585858	ICP: LA0120154	1	2	no	1	
SE LA WATER & SEWER/ TWO MILES SOUTH OF US 190&I-12 MANDEVILLE, LA 70448 FRS ID: 110009924733	ICP: LA0063991	1	n/a	n/a		1
SEAL-TITE LLC 1795 WEST CAUSEWAY APPROACH MANDEVILLE, LA 70471 FRS ID: 110009111736	ICP: LAG530836	3	n/a	n/a	1	
SERV PRO OF SLIDELL 2701 VALLEY COURT MANDEVILLE, LA 70448 FRS ID: 110017852251	ICP: LAG531348		n/a	n/a	1	
SEVENTH-DAY ADVENTIST CHURCH 22337 LITTLE CREEK ROAD MANDEVILLE, LA 70471 FRS ID: 110039179037	ICP: LAG533128		n/a	n/a		
SHORELINE MOBIL 300 N CAUSEWAY MANDEVILLE, LA 70448 FRS ID: 110003284552	RCR: LAD136300159			no		
SHORT LOADS - PLANT #2 ON EAST COURT; 1/2 MILE MANDEVILLE, LA 70471 FRS ID: 110033639828	ICP: LAG110206		n/a	n/a		
SOUTHEAST LOUISIANA STATE HOSPITAL 23515 HIGHWAY 190 MANDEVILLE, LA 70448 FRS ID: 110021507653	RCR: LAR000044040			no		
SOUTHEASTERN LA WATER & SEWER 350 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110011171524	ICP: LAG540657	2	n/a	n/a	1	
SOUTHEASTERN LA WATER & SEWER LAMARQUE & ORLEANS ST MANDEVILLE, LA 70448 FRS ID: 110009930744	ICP: LAG540902	1	n/a	n/a	1	
SOUTHEN FASTENING SYSTEMS MANDEVILLE, LA 70470 FRS ID: 110037490934	ICP: LAG532791		n/a	n/a		
SOUTHERN PIPE & SUPPLY INC 2009 TAMVEST COURT MANDEVILLE, LA 70471 FRS ID: 110038517423	ICP: LAG533062		n/a	n/a		
SOUTHFORK REAL ESTATE 2360 6TH STREET MANDEVILLE, LA 70470 FRS ID: 110022858683	ICP: LAG531857		n/a	n/a	1	
SPARKLE WASH OF LOUISIANA 2799 HIGHWAY 59 MANDEVILLE, LA 70471 FRS ID: 110012313843	ICP: LAG750399		n/a	n/a	1	
SPEEDEE OIL CHANGE & TUNE UP 705 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003329755	RCR: LAD985203736			no		
SPEEDWAY PRINTING 2575 N CAUSEWAY SERVICE RD MANDEVILLE, LA 70471 FRS ID: 110011178698	ICP: LAG530652	1	n/a	n/a		

SQUARE 188 RURAL MANDEVILLE POA, INC. MANDEVILLE, LA 70448 FRS ID: 110015605077	ICP: LAG531422	1	n/a	n/a	1	
ST TAMMANY FAMILY MEDICAL CNTR 4600 HWY 22 MANDEVILLE, LA 70448 FRS ID: 110006021811	RCR: LAD981522063			no		
ST TAMMANY FIRE DISTRICT STATION #43 MANDEVILLE, LA 70471 FRS ID: 110015605086	ICP: LAG531424		n/a	n/a	1	
ST TAMMANY FIRE PROTECTION DISTRICT #4/STATION #44 MANDEVILLE, LA 70448 FRS ID: 110014448017	ICP: LAG531412		n/a	n/a	1	
ST TAMMANY KATRINA SITE 21490 KOOP DR MANDEVILLE, LA 70471 FRS ID: 110038920978	RCR: LAR000068544			no		
ST TAMMANY PARISH 21454 KOOP DR MANDEVILLE, LA 70471 FRS ID: 110014392148	ICP: LAR041024		n/a	n/a	1	
ST TAMMANY PH FIRE DISTRICT #4 TRAINING FACILITY MANDEVILLE, LA 70448 FRS ID: 110037499926	ICP: LAR10F186		n/a	n/a		
ST TAMMANY PH HOSPITAL SVC DIS PO BOX 8539 MANDEVILLE, LA 70470 FRS ID: 110011179679	ICP: LAG530527		n/a	n/a		
ST TAMMANY PH REC DIST #1 63350 PELICAN DRIVE MANDEVILLE, LA 70458 FRS ID: 110011179688	ICP: LAG530528		n/a	n/a		
STANDARD MATERIALS INC FAC 68513 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110001270561	AFS: 2210300040		n/a	n/a		
	RCR: LAR000020560			no		
STANDARD MATERIALS LLC 1601 NORTH LANE MANDEVILLE, LA 70448 FRS ID: 110038373220	ICP: LAG110212		n/a	n/a		
STAR ENT 1703 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003324750	RCR: LAD985196583			no		
STATE FARM INSURANCE 4402 HWY 22 WEST MANDEVILLE, LA 70471 FRS ID: 110016684417	ICP: LAG531242		n/a	n/a	1	
SUN CLEANERS, LLC 160 MOORES ROAD MANDEVILLE, LA 70471 FRS ID: 110025348274	ICP: LAG532087	1	n/a	n/a		
	RCR: LAR000062695			no		
SUNSHINE CLEANERS 2995 HWY 190 MANDEVILLE, LA 70471 FRS ID: 110006029840	RCR: LAR000021535			no		
SUNSHINE NURSERY & POTTERY, LLC MANDEVILLE, LA 70471 FRS ID: 110037490337	ICP: LAG532760		n/a	n/a		
SUPERIOR TIRE OF SE LA INC 2350 FLORDIA ST MANDEVILLE, LA 70448 FRS ID: 110003283679	RCR: LAD122611510			no		
TAHK HOLDING, LLC 2250 7TH STREET MANDEVILLE, LA 70471 FRS ID: 110011180300	ICP: LAG530435	2	n/a	n/a		
TAMMANY OAKS CHURCH OF CHRIST 3700 HWY 59 MANDEVILLE, LA 70448 FRS ID: 110024465461	ICP: LAG531953		n/a	n/a		
TAMMANY TRACE BUSINESS PARK- DOLLAR GENERAL MANDEVILLE, LA 70471	ICP: LAG531246	1	n/a	n/a	1	

FRS ID: 110016684444						
TANGLEWOOD II WWTP NORTH END OF WILKINSON ST MANDEVILLE, LA 70448 FRS ID: 110037491773	ICP: LAG570468		n/a	n/a		
TCHEFUNCTE PARC SUBDIVI SOUTH OF BREWSTER RD MANDEVILLE, LA 70448 FRS ID: 110016752673	ICP: LA0117293 E	1	n/a	n/a		1
TEDDYS AUTO RPR 925 GERARD MANDEVILLE, LA 70448 FRS ID: 110003300482	RCR: LAD981608565			no		
TESI-BEAU PRE LA HWY 59 OFF STRAIN ROAD MANDEVILLE, LA 70471 FRS ID: 110008976634	ICP: LAG570104 E	1	n/a	n/a		
THE CAR SPA, LLC 69302 HWY #59 MANDEVILLE, LA 70471 FRS ID: 110015605380	ICP: LAG750465 E	2	n/a	n/a	1	
THE GARDEN SPOT OF MANDEVILLE MANDEVILLE, LA 70000 FRS ID: 110037490060	ICP: LAG532810		n/a	n/a		
THE PANTRY, INC. D/B/A KANGAROO EXPRESS #3768 MANDEVILLE, LA 70000 FRS ID: 110020158167	ICP: LAG750492		n/a	n/a	1	
THE SOIL & GARDEN DEPOT 1303 N. CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110037490408	ICP: LAG532769		n/a	n/a		
	ICP: LAU005758		n/a	n/a		
TIMBER BRANCH II STP 350 N. CAUSEWAY BLVD. MANDEVILLE, LA 70448 FRS ID: 110038373202	ICP: LA0122645		n/a	n/a		
TIRE KINGDOM STORE #180 545 ASBURY DR MANDEVILLE, LA 70471 FRS ID: 110006030455	ICP: LAG470263		n/a	n/a		
	RCR: LAR000030353			no		
TIRE WORLD INC 1806 N CAUSEWAY BLVD MANDEVILLE, LA 70471 FRS ID: 110003300543	RCR: LAD981608631			no		
TOLAND ENTERP/FRANKLIN REALTY 55 WEST COURT MANDEVILLE, LA 00000 FRS ID: 110011179161	ICP: LAG530631	1	n/a	n/a		
TOM COLLINS TIRE & AUTO SVC 2021 TAMVEST COURT MANDEVILLE, LA 70448 FRS ID: 110003288763	RCR: LAD981145352			no		
TRI-STATES PIPELINE, MANDEVILLE STA 709 LAPIN ST MANDEVILLE, LA 70448 FRS ID: 110015861209	RCR: LAR000052811			no		
TWIN OAKS WWTP LA HWY 59 @ HENRY MEINERS RD, MANDEVILLE, LA 70471 FRS ID: 110038180429	ICP: LAG570487		n/a	n/a		
US IMPACT 775 ASBURY DR. MANDEVILLE, LA 70471 FRS ID: 110038517441	ICP: LAG533093		n/a	n/a		
VENTURE ENTITIES, LLC ACME REFRIGERATION MANDEVILLE, LA 70471 FRS ID: 110027253834	ICP: LAG532117	1	n/a	n/a		
WADSWORTH LA 1088 AND I-12 MANDEVILLE, LA 70000 FRS ID: 110025310919	ICP: LAR10D590		n/a	n/a		
WARRINER CONTROLS INC 45 W COURT MANDEVILLE, LA 70471 FRS ID: 110015660863	ICP: LAG531477	2	n/a	n/a	1	
WEST WIND SAILS, LLC 269 ATALIN STREET						

MANDEVILLE, LA 70448 FRS ID: 110024821914	ICP: LAG532012		n/a	n/a		
WINN DIXIE 1446 619 N CAUSEWAY BLVD MANDEVILLE, LA 70448 FRS ID: 110003360023	RCR: LAR000025106			no		
WINN DIXIE 1500 4100 HWY 59 MANDEVILLE, LA 70471 FRS ID: 110006030525	RCR: LAR000030791			no		
WOODLAND APARTMENTS STF WOODLAND APARTMENTS STF MANDEVILLE, LA 70448 FRS ID: 110011168048	ICP: LAG570039 E	1	n/a	n/a	1	
WREDCO- WEYERHAEUSER REAL ESTATE & DEVELOPMENT I-12 AND HWY 1088 MANDEVILLE, LA 70448 FRS ID: 110039173293	ICP: LA0123382		n/a	n/a		
WSA, LLC 3933 HWY 59 BUILDING MANDEVILLE, LA 70448 FRS ID: 110024458479	ICP: LAG531964		n/a	n/a		
ZACHARY PROPERTY RENTALS, LLC AIR SYSTEM DESIGN MANDEVILLE, LA 70471 FRS ID: 110015720745	ICP: LAG531487	4	n/a	n/a	1	
ZOOM TECH AUTOMOTIVE 815 ASBURY DR MANDEVILLE, LA 70471 FRS ID: 110024881555	ICP: LAG470250	1	n/a	n/a		
	ICP: LAU004684		n/a	n/a		
1701 FLORIDA ST. BUILDING 1701 FLORIDA ST MANDEVILLE, LA 70448 FRS ID: 110025347630	ICP: LAG532057		n/a	n/a		
1750 SOUTH LANE, LLC 1750 SOUTH LANE MANDEVILLE, LA 70471 FRS ID: 110030771680	ICP: LAG532270	1	n/a	n/a		
2140, LLC 2140 8TH STREET BUILDING MANDEVILLE, LA 70471 FRS ID: 110037489125	ICP: LAG532737		n/a	n/a		
2160, LLC 2160 8TH STREET BUILDING MANDEVILLE, LA 70471 FRS ID: 110037489116	ICP: LAG532736		n/a	n/a		
5 MINUTE OIL CHANGE 4060 LA HWY 59 MANDEVILLE, LA 70448 FRS ID: 110037493156	ICP: LAG532680	1	n/a	n/a		
5 MINUTE OIL CHANGE 3849 HWY 22 MANDEVILLE, LA 70448 FRS ID: 110015316576	ICP: LAG750315 E		n/a	n/a	1	
	RCR: LA0000239574			no		
60 MINUTE PHOTO LAB LTD 829 ASBURY DR STE 1 MANDEVILLE, LA 70471 FRS ID: 110003362520	RCR: LAR000030718			no		
7TH STREET, LLC 2210 7TH STREET MANDEVILLE, LA 70471 FRS ID: 110015660747	ICP: LAG531455	1	n/a	n/a	1	

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Search Criteria

Facility Characteristics

Major(AFS,PCS,and RCRA) | Active/Operating: Y

Geographic Location

State/City: LA/MANDEVILLE

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http://www.epa-echo.gov/cgi-bin/ideaotis.cgi
Last updated on Wednesday, October 14th, 2009.

Enforcement & Compliance History Online (ECHO)

Search Results (All Programs)

Help

98 Facilities Returned

◄ New Search

Information on the enforcement process is available on the FAQ page. Entries in gray text denote records that are not federally required to be reported to EPA. These data may not be complete.

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Facility Information (Select Name to Read Report)	Program ID#	Inspections (5 yrs)	Qtrs in Non Compliance (3 yrs)	Alleged Current Significant Violations	Informal Enforcement Actions/NOVs (5 yrs)	Formal Enforcement Actions (5 yrs)
A TO Z PRESCHOOL, LLC 31015 HWY 190 LACOMBE, LA 70445 FRS ID: 110023141072	ICP: LAG531853		n/a	n/a	1	
A&L ENTERPRISE, LLC 61028 SHADY PINE DR LACOMBE, LA 70445 FRS ID: 110037491988	ICP: LAG532848		n/a	n/a		
ACE AUTO SOURCE 24693 HWY 190 LACOMBE, LA 70445 FRS ID: 110035765614	ICP: LAG470268		n/a	n/a		
	ICP: LAU005737		n/a	n/a	1	
AUTUMN HAVEN SUBDIVISION HWY 190 & PUGH ROAD LACOMBE, LA 70445 FRS ID: 110022291018	ICP: LAR10C974		n/a	n/a	1	
BALEHI MARINE INC 28469 BALEHI RD LACOMBE, LA 70445 FRS ID: 110003332162	AFS: 2210300035		n/a	n/a		
	RCR: LAD985207182			no		
BAYOU DAIQUIRIS 28152 LA HWY 190 LACOMBE, LA 70445 FRS ID: 110033632987	ICP: LAG532568		n/a	n/a		
BAYOU MINI STORAGE 28503 HWY 190 LACOMBE, LA 70445 FRS ID: 110013345647	ICP: LAG531325		n/a	n/a	1	
BIG BRANCH MOBILE HOME COMMUNITY LLC PARK LACOMBE, LA 70445 FRS ID: 110017857443	ICP: LAG541172	1	n/a	n/a	1	
BILLY FARRELL INC HIGHWAY 190 AT 22ND STREET LACOMBE, LA 70445 FRS ID: 110011178377	ICP: LAG530691 E	1	n/a	n/a	1	
BRIER LAKE ESTATES WWTF OFF OF HWY 190 ON BRIER LACOMBE, LA 70445 FRS ID: 110012807132	ICP: LAG570209 E	1	n/a	n/a	1	
BUDDYS AUTO RPR LAKE RD & HWY 434 10 M S SLIDE LACOMBE, LA 70445 FRS ID: 110008388878	RCR: LAD981906316			no		
CARMELITE SPIRITUALITY CENTER LACOMBE, LA 70445 FRS ID: 110037492424	ICP: LAG532869		n/a	n/a		
CAROLLO'S SHOPPING CTR 27399 HWY 190 LACOMBE, LA 70445 FRS ID: 110017699711	ICP: LAG531547	2	n/a	n/a	1	

CARS R US 30246 HWY 190 LACOMBE, LA 70445 FRS ID: 110006029225	RCR: LAR000013185			no		
CENTRAL PROGRESSIVE BANK 29092 KRENTAL ROAD LACOMBE, LA 70445 FRS ID: 110011177617	ICP: LAG530822		n/a	n/a	1	
COAST CONCRETE SERVICE INC 29072 KRENTEL ROAD LACOMBE, LA 70445 FRS ID: 110013810858	ICP: LAG531123		n/a	n/a	1	
CRIS TEES 61149 BEULAH ST. LACOMBE, LA 70445 FRS ID: 110037493101	ICP: LAG532891		n/a	n/a		
CT CYCLES 30544 US HWY 190 LACOMBE, LA 70445 FRS ID: 110033640638	ICP: LAG532550		n/a	n/a		
CYRPESS PARK PARK DR. & SHERWOOD DR. LACOMBE, LA 70445 FRS ID: 110037483942	ICP: LA0123862		n/a	n/a		
DEMMONLICIOUS CATERING LLC 24529 HWY 190 LACOMBE, LA 70445 FRS ID: 110027253674	ICP: LAG532086		n/a	n/a		
ECKCO FABRICATORS 4M WEST OF LACOMBE, LA 70445 FRS ID: 110007296791	AFS: 2210300015		n/a	n/a		
EL PASO ENERGY LACOMBE COMPRESSOR STATION LACOMBE, LA 70445 FRS ID: 110015605781	ICP: LAG531415		n/a	n/a	1	
ERIC'S LANDSCAPE SUPPLY 26300 HWY 190 LACOMBE, LA 70445 FRS ID: 110014393520	ICP: LAG531135		n/a	n/a	1	
FEATHER & FIN RANCH 29656 BERRY TODD RD LACOMBE, LA 70445 FRS ID: 110037484013	ICP: LAU005981		n/a	n/a		
	ICP: LA0123986		n/a	n/a		
FIRST BAPTIST CHURCH @ LACOMBE 27351 HWY 190 LACOMBE, LA 70445 FRS ID: 110037490373	ICP: LAG532764		n/a	n/a		
	ICP: LAU005869		n/a	n/a		
FOLGER COFFEE CO - LACOMBE DISTRIBUTION CENTER 64490 HIGHWAY 434 LACOMBE, LA 70445 FRS ID: 110014392763	AFS: 2210300052			no		1
	ICP: LAG531459	1	n/a	n/a	1	
	ICP: LAR10C197	1	n/a	n/a	1	
FOREST GLEN E. SYCAMORE ST. LACOMBE, LA 70445 FRS ID: 110030439988	ICP: LAR10E099		n/a	n/a		
FRED'S AUTO WORKS 30321 HIGHWAY 190 LACOMBE, LA 70445 FRS ID: 110006029163	ICP: LAU005883		n/a	n/a		
	RCR: LAR000012831			no		
H&M METAL EXPRESS, LLC PATTEN'S METAL EXPRESS LACOMBE, LA 70445 FRS ID: 110030449049	ICP: LAG532240		n/a	n/a		
HWY 434 MINI STORAGE INC. 61864 HWY 434 LACOMBE, LA 70445 FRS ID: 110014392530	ICP: LAG531397 E		n/a	n/a	1	
HWY 434 RETAIL SPACE 61700 HWY 434 LACOMBE, LA 70445 FRS ID: 110017759406	ICP: LAG531587 E		n/a	n/a	1	
H20 SYSTEMS, INC. AUTUMN HAVEN STP LACOMBE, LA 70445 FRS ID: 110024464257	ICP: LAG570352	1	n/a	n/a		
ICO CORP PO BOX 1294						

LACOMBE, LA 70445 FRS ID: 110011181586	ICP: LAG530256		n/a	n/a		
J & S BAYOU GAS & GO 28445 HWY 190 LACOMBE, LA 70445 FRS ID: 110037493539	ICP: LAG532912		n/a	n/a		
	ICP: LAU005882	1	n/a	n/a		
J&S CHEVRON, LLC 28010 HWY 190 LACOMBE, LA 70445 FRS ID: 110012314263	ICP: LAG531082		n/a	n/a		
JOHN DAVIS PARK COMMUNITY CENTER LACOMBE, LA 70445 FRS ID: 110038331686	ICP: LAG533019		n/a	n/a		
JOURNEY FELLOWSHIP CHURCH, INC. LACOMBE, LA 70445 FRS ID: 110037936400	ICP: LAG541687		n/a	n/a		
K-BAR-B YOUTH RANCH 3.5MILES EAST OF LA HWY 434 LACOMBE, LA 70445 FRS ID: 110039178403	ICP: LAG533161		n/a	n/a		
KELLER BARN 63131 FISH HATCHERY RD LACOMBE, LA 70445 FRS ID: 110016682277	ICP: LAG480356	1	n/a	n/a	1	
KEY MARKETING 27313 HWY 190 LACOMBE, LA 70445 FRS ID: 110037489848	ICP: LAG532793		n/a	n/a		
KINGDOM HALL OF JEHOVAH'S WITNESSES LACOMBE, LA 70445 FRS ID: 110038180312	ICP: LAG532992		n/a	n/a		
KRENTEL RD. OFFICE WAREHOUSE COMPLED LACOMBE, LA 70445 FRS ID: 110013741068	ICP: LAG531352		n/a	n/a	1	
KRENTEL ROAD OFFICE BLDG KRENTAL RD LACOMBE, LA 70445 FRS ID: 110015812682	ICP: LAG531504	1	n/a	n/a	1	
LA HEART HOSPITAL INC 64030 HWY 434 LACOMBE, LA 70445 FRS ID: 110014335601	ICP: LAG570215		n/a	n/a	1	
LA PINES RESORT 29414 CYPRIAN DRIVE LACOMBE, LA 70445 FRS ID: 110017759460	ICP: LAG531595		n/a	n/a	1	
	ICP: LAU004065		n/a	n/a	1	
LACOMBE CAR CARE 27505 HWY 190 LACOMBE, LA 70445 FRS ID: 110006022062	ICP: LAG531601		n/a	n/a	1	
	RCR: LAD981587728			no		
LACOMBE MEDICAL CNTR HWY 190 & HWY 434 LACOMBE, LA 70445 FRS ID: 110008386255	RCR: LAD981512551			no		
LACOMBE POST OFFICE 27367 HWY 190 LACOMBE, LA 70445 FRS ID: 110033170869	ICP: LAG532531		n/a	n/a		
LACOMBE STORES LLC 64041 HWY 434 LACOMBE, LA 70445 FRS ID: 110022858825	ICP: LAG531876		n/a	n/a	1	
LLOYDS BAYOU BAGAINS GROCERY/DELI LACOMBE, LA 70445 FRS ID: 110031270069	ICP: LAG532286	1	n/a	n/a		
MCDONALD ENTERPRISES INC 65301 HWY 434 LACOMBE, LA 70445 FRS ID: 110011183548	ICP: LAG490001		n/a	n/a		
MEDCATH STP 64030 LA HWY 434 LACOMBE, LA 70445 FRS ID: 110017759807	ICP: LA0117536		n/a	n/a		1
MEDCATH WWTP						

64030 LA HWY 434, LACOMBE, LA 70445 FRS ID: 110037936482	ICP: LAG570479		n/a	n/a		
MOM AND DAD'S CONSIGNMENT STORE LACOMBE, LA 70445 FRS ID: 110037490015	ICP: LAG532804		n/a	n/a		
NEUROLOGY CLINIC ON HWY 434 LACOMBE, LA 70445 FRS ID: 110037489107	ICP: LAG532735		n/a	n/a		
NEW HEAVENLY CLNRS 28093 HWY 190 LACOMBE, LA 70445 FRS ID: 110006027067	RCR: LAD985216225			no		
NEW ORLEANS BISTRO 27431 HWY 190 LACOMBE, LA 70445 FRS ID: 110037493423	ICP: LAG532899		n/a	n/a		
	ICP: LAU005876	1	n/a	n/a		
NO SHORE UNITARIAN UNIVERSAL- 28662 KRENTEL ROAD LACOMBE, LA 70445 FRS ID: 110012753065	ICP: LAG531308		n/a	n/a	1	
OAKLAWN TRACE ON HWY 190 B/W LACOMBE, LA 70445 FRS ID: 110027362770	ICP: LAR10D716		n/a	n/a		
OAKLAWN TRACE EAST OF N. MILL RD LACOMBE, LA 70445 FRS ID: 110037483835	ICP: LA0123692		n/a	n/a		
OLSON INSPECTION SVC TRANSMITTER RD .9M S H190 LACOMBE, LA 70445 FRS ID: 110003274411	RCR: LAD051034114			no		
PARISH OF ST. TAMMANY WADSWORTH SUBDIVISION LACOMBE, LA 70445 FRS ID: 110038330696	ICP: LA0124214		n/a	n/a		
PAVESTONE CO LP - LACOMBE CRUSHING PLANT 29095 KRENTEL RD LACOMBE, LA 70445 FRS ID: 110024519617	AFS: 2210300066		n/a	n/a		
PEPES MEXICAN RESTAURANT 27718 MAIN ST LACOMBE, LA 70445 FRS ID: 110020042577	ICP: LAG531655	1	n/a	n/a	1	
PYTHON CORPORATION OFFICE/WAREHOUSE LACOMBE, LA 70445 FRS ID: 110035771091	ICP: LAG532658		n/a	n/a		
QC TECHNOLOGY LLC UNITY TECHNOLOGY LACOMBE, LA 70445 FRS ID: 110015720601	ICP: LAG531440		n/a	n/a	1	
R & D AUTOMOTIVE 31055 HWY 90 W LACOMBE, LA 70445 FRS ID: 110006018013	RCR: LA0000105049			no		
R&D AUTOMOTIVE SPECIALISTS, INC. LACOMBE, LA 70445 FRS ID: 110037488386	ICP: LAG470270		n/a	n/a		
REGINA COELI CHILD DEVELOPMENT 60366 S 24TH LACOMBE, LA 70445 FRS ID: 110011180471	ICP: LAG530456	1	n/a	n/a		
RICHARD RUMOR'S BAR & LOUNGE 28079 HWY 190 LACOMBE, LA 70445 FRS ID: 110011180514	ICP: LAG530462		n/a	n/a		
ROLLING FRITO-LAY SALES 29069 KRENTEL RD LACOMBE, LA 70445 FRS ID: 110020140701	ICP: LAR05N584	1	n/a	n/a	1	
ROSELAND INC 60207 HWY 434 LACOMBE, LA 70445	ICP: LAG530471		n/a	n/a		

FRS ID: 110011179884						
RUSSELL'S QUICK STOP, LLC 28165 HWY 190 LACOMBE, LA 70445 FRS ID: 110025193831	ICP: LAG532035		n/a	n/a		
SACRED HEART CATHOLIC CHURCH 28088 MAIN ST. LACOMBE, LA 70445 FRS ID: 110037490042	ICP: LAG532808		n/a	n/a		
SAL & JUDY'S RESTAURANT 27491 HWY 190 LACOMBE, LA 70445 FRS ID: 110012672802	ICP: LAG531238		n/a	n/a	1	
	ICP: LAU009044		n/a	n/a	1	
SMITH OFFICE BUILDING 30567 HWY 190 LACOMBE, LA 70445 FRS ID: 110020158844	ICP: LAG531695		n/a	n/a	1	
SON AUTO RPR 27559 HWY 190 W LACOMBE, LA 70445 FRS ID: 110006028958	RCR: LAR000010348			no		
SOUTHERN MOTOR CARRIER SAFETY CONSULTANTS LACOMBE, LA 70445 FRS ID: 110037491979	ICP: LAG532847		n/a	n/a		
SOUTHERN NATURAL GAS CO 58454 LAKE RD LACOMBE, LA 70445 FRS ID: 110003340545	RCR: LAD985221993			no		
SOUTHERN NATURAL GAS LACOMBE COMPR STATN 64298 FISH HATCHERY ROAD LACOMBE, LA 70445 FRS ID: 110014457729	AFS: 2210300060		n/a	n/a		
	RCR: LAR000051540			no		
ST TAMMANY FIRE STATION #33 64110 HWY 434 LACOMBE, LA 70445 FRS ID: 110020158372	ICP: LAG531702		n/a	n/a	1	
ST TAMMANY PARISH SHERIFF LACOMBE SUBSTATION LACOMBE, LA 70445 FRS ID: 110022858898	ICP: LAG531889		n/a	n/a	1	
ST TAMMANY SPEEDWAY 32062 HWY 36 LACOMBE, LA 70445 FRS ID: 110017759424	ICP: LAG531589		n/a	n/a	1	
ST. TAMMANY FIRE PROTECTION DISTRICT 3 LACOMBE, LA 70445 FRS ID: 110037489991	ICP: LAG532801		n/a	n/a		
	ICP: LAG532807		n/a	n/a		
TAXPAYER PROPERTIES II LACOMBE, LLC LACOMBE, LA 70445 FRS ID: 110030770556	ICP: LAG532247		n/a	n/a		
THE COUNTRY HOUSE INC 24670 ESQUINANCE ST LACOMBE, LA 70445 FRS ID: 110011179250	ICP: LAG530558		n/a	n/a		
THE NORTH INSTITUTE - MEDICAL OFFICE LACOMBE, LA 70445 FRS ID: 110022464171	ICP: LAG531823		n/a	n/a	1	
THE VILLAGE CHURCH LUTHERN LACOMBE, LA 70445 FRS ID: 110037490382	ICP: LAG532765		n/a	n/a		
TILLER OF THE LAND 29388 HWY 190 LACOMBE, LA 70445 FRS ID: 110016758926	ICP: LAG531543		n/a	n/a	1	
TIMBERLAND TRAILER PARK, LLC 59338 TRANSMITTER RD LACOMBE, LA 70445 FRS ID: 110017699329	ICP: LAG531573	2	n/a	n/a	1	
TRADE GRAPHICS 27313-A HWY 190 LACOMBE, LA 70445 FRS ID: 110006031203	RCR: LAR000037796			no		
U.S. FISH & WILDLIFE SVC.						

SOUTHEAST LOUISIANA REFUGES LACOMBE, LA 70445 FRS ID: 110038516371	ICP: LAG531264	2	n/a	n/a	1	
UNIVERSITY SQUARE WWTP OFF LA HWY 434, NORTH OF I-12 LACOMBE, LA 70445 FRS ID: 110039171614	ICP: LA0124451		n/a	n/a		
VINSON GUARD SERVICE INC 28214 HWY 190 LACOMBE, LA 70445 FRS ID: 110037492406	ICP: LAG532867		n/a	n/a		
VINSON UNIFORMS INC 26094 HWY 190 LACOMBE, LA 70445 FRS ID: 110037489964	ICP: LAG532798		n/a	n/a		
	ICP: LAU005761		n/a	n/a		
YOUR OTHER WAREHOUSE 61450 LEMIEUX BLVD LACOMBE, LA 70445 FRS ID: 110006648100	ICP: LAU009079		n/a	n/a	1	
	RCR: LAR000055004			no		
28105 HWY 190 BLDG 28105 HWY 190 LACOMBE, LA 70445 FRS ID: 110027253709	ICP: LAG532100		n/a	n/a		
30246 HWY 190 BUILDING 30246 HWY 190 LACOMBE, LA 70445 FRS ID: 110037489946	ICP: LAG532796		n/a	n/a		

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Search Criteria

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State/City: LA/LACOMBE

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Search Results (All Programs)

Help

495 Facilities Returned

New Search

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Map

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A BONFOUCA MARINA 33370 RIVET RD SLIDELL, LA 70460 FRS ID: 110015660827	ICP: LAG531465	1	n/a	n/a	1	
A-1 REMODELING & BUILDING 676 THOMPSON RD SLIDELL, LA 70460 FRS ID: 110012672429	ICP: LAG531273 E		n/a	n/a	1	
AARON OIL CO INC 39484 HWY 190 E SLIDELL, LA 70461 FRS ID: 110006030703	RCR: LAR000032698	2		no		
ABC SUPPLY CO INC 213 THOMPSON RD HOUMA, LA 70361 FRS ID: 110016657893	ICP: LAG531451	1	n/a	n/a	1	
	ICP: LAG531452	2	n/a	n/a	1	
	ICP: LAG531453		n/a	n/a	1	
	ICP: LAG531454	2	n/a	n/a	1	
	ICP: LA0064131		n/a	n/a	1	
	ICP: LA0084425		n/a	n/a	1	
ACADIAN GARDENS CONDOMINIUM A 1377 CORPORATE SQUARE BLVD. SLIDELL, LA 70458 FRS ID: 110006809659	ICP: LAG540085	1	n/a	n/a	1	
ACADIANA STOR-N-LOCK 1260 HWY 190 WEST SLIDELL, LA 70458 FRS ID: 110024458246	ICP: LAG531938		n/a	n/a		
ACCURATE ALIGNMENT 2675 HWY 190 SLIDELL, LA 70458 FRS ID: 110032822319	ICP: LAG470244		n/a	n/a		
ACE ENTERPRISES 56381 FRANK PICHON RD SLIDELL, LA 70458 FRS ID: 110003345746	RCR: LAD985228998			no		
ADAMS MHP 36374 NICHOLAS STREET SLIDELL, LA 70460 FRS ID: 110024465522	ICP: LAG531958		n/a	n/a		
ADRIAN VEGAS SLIDELL FORD L M NISSAN 400 HOWZE BEACH RD SLIDELL, LA 70461 FRS ID: 110003265225	RCR: LA0001017805			no		
ADVANCE AUTO PARTS #9797 509 PONTCHARTRAIN DR SLIDELL, LA 70461 FRS ID: 110022923933	RCR: LAR000058552			no		
ADVERTISED SCREEN PRINTING						

3675 PONTCHARTRAIN SLIDELL, LA 70458 FRS ID: 110003261639	RCR: LA0000552653			no		
AFFORDABLE PAINT BODY 1443 LINDBERG DR SLIDELL, LA 70458 FRS ID: 110003355011	RCR: LAR000015537			no		
AGL ASSOCIATES INC 681 E. I-10 SERVICE RD SLIDELL, LA 70459 FRS ID: 110038180330	ICP: LAG533001		n/a	n/a		
AIRGAS GULF STATES 417 SOUTH STREET SLIDELL, LA 70461 FRS ID: 110035770449	ICP: LAG532559		n/a	n/a		
ALBERS AC & HEATING 34633 GRANTHAM COLLEGE RD SLIDELL, LA 70460 FRS ID: 110037490881	ICP: LAG532786		n/a	n/a		
	ICP: LAU005896		n/a	n/a		
ALEX GONZALEZ COMMERCIAL BUILDING 880 I-10 SERVICE RD SLIDELL, LA 70461 FRS ID: 110039178332	ICP: LAG533155		n/a	n/a		
ALEXS BODY SHOP 900 I10 SERVICE RD SLIDELL, LA 70461 FRS ID: 110003268810	ICP: LAU003530		n/a	n/a	1	
	RCR: LAD009692724			no		
ALL AMERICAN CARGO ELEVATORS, LLC SLIDELL, LA 70461 FRS ID: 110037490417	ICP: LAG532770		n/a	n/a		
ALL AMERICAN LODGE GREATEST IN ELKDOM SLIDELL, LA 70460 FRS ID: 110037493076	ICP: LAG532887		n/a	n/a		
ALL STAR TOYOTA 300 HOWZE BEACH RD SLIDELL, LA 70461 FRS ID: 110003341740	ICP: LAG470008		n/a	n/a		
	RCR: LAD985223726			no		
AMBER ASSOCIATES INC 59040 AMBER ST SLIDELL, LA 70461 FRS ID: 110009010284	ICP: LAG531050		n/a	n/a	1	
	ICP: LAG532937		n/a	n/a		
AMSOUTH BANK OF SLIDELL 2170 GAUSE BLVD SLIDELL, LA 70461 FRS ID: 110015605193	ICP: LAG531444	1	n/a	n/a	1	
ANODE INC 105 INDUSTRIAL DR SLIDELL, LA 70460 FRS ID: 110009921610	ICP: LA0102504 E	1	n/a	n/a	1	
ARC MECHANICAL CONTRACTORS, INC SLIDELL, LA 70460 FRS ID: 110025347783	ICP: LAG532075		n/a	n/a		
ASSUNTA'S RESTAURANT OF SLIDELL, INC SLIDELL, LA 70460 FRS ID: 110037493450	ICP: LAG532904		n/a	n/a		
ATCHAFALAYA HOMES INC D/B/A GULF COAST HOME BUILDERS SLIDELL, LA 70461 FRS ID: 110033176774	ICP: LAG532488		n/a	n/a		
ATS UTLITIES INC BOUDREAUX HEBERT CO SLIDELL, LA 70458 FRS ID: 110009931565	ICP: LAG540145	1	n/a	n/a	1	
AUTO EXCELLENCE 61069 N MILITARY SLIDELL, LA 70461 FRS ID: 110003261675	ICP: LAU004493		n/a	n/a	1	
	RCR: LA0000552752			no		
AUTO WORLD SUPPLY,LLC 56692 DWYER ST SLIDELL, LA 70458 FRS ID: 110011182022	ICP: LAG530220	1	n/a	n/a	1	
AUTOMOTIVE CENTER OF SLIDELL 40355 HWY 190 E SLIDELL, LA 70461 FRS ID: 110020557422	ICP: LAG470208		n/a	n/a	1	

AWD CORP 37210 BEN THOMAS RD SLIDELL, LA 70460 FRS ID: 110003365670	RCR: LAR000036426			no		
AZALEA LANE TRAILER PARK 255 EVELLA DRIVE SLIDELL, LA 70460 FRS ID: 110011175361	ICP: LAG540167		n/a	n/a		
B & C DBA JADE LANDSCAPE HARDEN RD .25 M FREMAUX AVE SLIDELL, LA 70461 FRS ID: 110008383132	RCR: LAD098594914			no		
B & W TRUCKING INC 130 INDUSTRIAL DR SLIDELL, LA 70460 FRS ID: 110003318589	RCR: LAD985186527			no		
BAKER SALES WAREHOUSE 60207 CAMP VILLERE RD SLIDELL, LA 70460 FRS ID: 110020843177	ICP: LAG531763		n/a	n/a	1	
	RCR: LAR000067132			no		
BAYOU LIBERTY MARINA 58047 BAYOU LIBERTY ROAD SLIDELL, LA 70460 FRS ID: 110013404208	ICP: LAG531330		n/a	n/a	1	
	RCR: LAD082496407			no		
BAYOU LIBERTY WATER ASSOCIATIO 34578 HIGHWAY 433 SLIDELL, LA 70460 FRS ID: 110012874425	ICP: LAG530716 E		n/a	n/a		
BAYOU LIBERTY WRECKER SVC 36249 HWY 433 SLIDELL, LA 70460 FRS ID: 110006029644	RCR: LAR000018630			no		
BEAU'S AIR CONDITIONING & CAMP VILLERE ROAD SLIDELL, LA 70460 FRS ID: 110016684097	ICP: LAG531519		n/a	n/a	1	
BELARUS MACHINERY INC 3 M E SLIDELL E OF I10 SLIDELL, LA 70461 FRS ID: 110008387281	RCR: LAD981588445			no		
BELLE GARDENS SALMEN AVENUE & SLIDELL, LA 70461 FRS ID: 110027365526	ICP: LAR10D714		n/a	n/a		
BELLSOUTH J2822 216 COUSIN ST SLIDELL, LA 70458 FRS ID: 110003286168	RCR: LAD980628770			no		
BISHOP MOBILE HOME PARK 129 BISHOP MOBILE HOME PARK SLIDELL, LA 70458 FRS ID: 110011174870	ICP: LAG540184		n/a	n/a		
BLUE BELL CREAMERIES 34623 GRANTHAM COLLEGE RD SLIDELL, LA 70460 FRS ID: 110037490854	ICP: LAG532783		n/a	n/a		
	ICP: LAU005897		n/a	n/a		
BLUE DOG SEAFOOD TOURS INC 47611 HWY 90 EAST SLIDELL, LA 70459 FRS ID: 110020843079	ICP: LAG531724		n/a	n/a	1	
BNH RADIOLOGY 1335 12TH ST SLIDELL, LA 70458 FRS ID: 110003314244	RCR: LAD985172675			no		
BOAT STUF 2744 FRONT ST SLIDELL, LA 70458 FRS ID: 110003262503	RCR: LA0000852277			no		
BOB'S APARTMENTS WWTP 41931 HWY 190 E SLIDELL, LA 70461 FRS ID: 110024579614	ICP: LAG570366	1	n/a	n/a		
	ICP: LAU004664		n/a	n/a		
BODY BY COOK INC 60205 HWY 11 SLIDELL, LA 70459 FRS ID: 110006029127	RCR: LAR000012484			no		
BOYET JUNIOR HIGH SCHOOL 59295 REBEL DR SLIDELL, LA 70461	RCR: LAR000049791			no		

FRS ID: 110013289253						
BRIAN HARRIS CHEVROLET USED CAR DEALERSHIP SLIDELL, LA 70458 FRS ID: 110017363459	ICP: LAG470186	1	n/a	n/a	1	
BRIAN HARRIS PONT BUICK GMC INC 293 HOWZE BEACH RD SLIDELL, LA 70461 FRS ID: 110003297245	RCR: LAD981589880			no		
BROOK'S WINDOW COVERING 56736 DWYER STREET SLIDELL, LA 70458 FRS ID: 110012314209	ICP: LAG531012	1	n/a	n/a	1	
BROWN'S VILLAGE ROAD SAND PIT 369005 BROWN VILLAGE RD SLIDELL, LA 70461 FRS ID: 110014335549	ICP: LAG490031		n/a	n/a	1	
C M ATUOMOTIVE REPAIR, INC. 1684 OLD SPANISH TRAIL BOULEVARD SLIDELL, LA 70458 FRS ID: 110012312906	ICP: LAG470149	1	n/a	n/a	1	
	ICP: LAU003714		n/a	n/a	1	
	RCR: LAR000019737			no		
CAJUN ENCOUNTERS SWAMP TOURS 55345 HWY 90 EAST SLIDELL, LA 70461 FRS ID: 110017699347	ICP: LAG531575	1	n/a	n/a	1	
CALWES PROPERTIES, LLC CALWES CENTER SLIDELL, LA 70460 FRS ID: 110027986623	ICP: LAG532174		n/a	n/a		
CANTERBURY HOUSE APTS 300 SPARTAN DR SLIDELL, LA 70458 FRS ID: 110032836732	ICP: LAR10E379		n/a	n/a		
CAPPS INC 38228 CLEVELAND ST SLIDELL, LA 70458 FRS ID: 110003262013	RCR: LA0000593145			no		
CAPRIS CLEANERS 1501 GAUSE BLVD STE 9 SLIDELL, LA 70458 FRS ID: 110003277196	RCR: LAD069347789			no		
CAR WORKS 105 TIGER DR SLIDELL, LA 70458 FRS ID: 110003291367	RCR: LAD981518954			no		
CARROLL RD. BLDG 58255 CARROLL RD. SLIDELL, LA 70458 FRS ID: 110021031453	ICP: LAG531773		n/a	n/a	1	
CASADABAN MARINE SERVICES 36414 OLD BAYOU LIBERTY RD. SLIDELL, LA 70460 FRS ID: 110027242945	ICP: LAR05N758		n/a	n/a		
CASADABAN MARINE SERVICES INC 36414B OLD BAYOU LIBERTY RD SLIDELL, LA 70460 FRS ID: 110038920184	RCR: LAR000067777			no		
CECIL BOYD, INC. 56620 BEHRMAN STREET SLIDELL, LA 70458 FRS ID: 110012673062	ICP: LAG480155		n/a	n/a	1	
CENTRAL BAPTIST CHURCH - RV PARK - TEMP GROUP HOUSING SLIDELL, LA 70458 FRS ID: 110025347765	ICP: LAG532073		n/a	n/a		
CFW, JR., LLC D/B/A KIDZ KLUB HOUSE SLIDELL, LA 70461 FRS ID: 110011176468	ICP: LAG531023	1	n/a	n/a	1	
CHAMPION TRAILERS PO BOX 2029 SLIDELL, LA 70469 FRS ID: 110011178858	ICP: LAG530674	1	n/a	n/a		
CHAPARRAL ENERGY, LLC UNKNOWN PASS FIELD FACILITY SLIDELL, LA 70000 FRS ID: 110030440841	ICP: LAG33A512		n/a	n/a		

CHARLES ON-SITE SVC 2528 STATE HWY 433 SLIDELL, LA 70461 FRS ID: 110016752502	ICP: LAG470180	1	n/a	n/a	1	
CHARLES CHAPMAN 119 DEVEREUX DR SLIDELL, LA 70461 FRS ID: 110003302809	RCR: LAD981901978			no		
CHARTER COMMUNICATIONS 37356 BEN THOMAS RD SLIDELL, LA 70460 FRS ID: 110012312915	ICP: LAG531494	1	n/a	n/a	1	
	ICP: LAU003715	1	n/a	n/a	1	
CHEVRON SS 109422 1705 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003331289	RCR: LAD985206077			no		
CHEVRON SS 176614 101 NORTHSHORE & 190 SLIDELL, LA 70458 FRS ID: 110008391409	RCR: LAD985205822			no		
CHILDREN'S INTERNATIONAL MEDIC 1430 LINDBERG ROAD SLIDELL, LA 70458 FRS ID: 110012807846	ICP: LAG531310		n/a	n/a	1	
CHILL RITE 2371 GAUSE BLVD WEST SLIDELL, LA 70469 FRS ID: 110037491924	ICP: LAG532842		n/a	n/a		
	ICP: LAU005910	1	n/a	n/a		
CHRIS & ANNA DUCOTE/PETRON INC 1340 BROWN SWITCH & MILITARY H SLIDELL, LA 00000 FRS ID: 110011178439	ICP: LAG530698		n/a	n/a		
CHRISTIAN CHURCH OF SLIDELL @ ALLEN RD & VOTER RD SLIDELL, LA 70460 FRS ID: 110009931994	ICP: LAG530814		n/a	n/a	1	
CHUCK MCCARTHY 705 SOUTHLAKE WASHINGTON CT SLIDELL, LA 70461 FRS ID: 110003261531	RCR: LA0000543363			no		
CITY OF SLIDELL AIRPORT 62512 AIRPORT RD SLIDELL, LA 70458 FRS ID: 110011164284	ICP: LAG750283		n/a	n/a	1	
CJS REAL ESTATE LLC 310 HOWZE BEACH LN SLIDELL, LA 70461 FRS ID: 110013740498	ICP: LAR10C074		n/a	n/a	1	
CLARKS MARINE RPR SVC INC (RONALD & KENN 61027 W MILITARY RD SLIDELL, LA 70461 FRS ID: 110003334286	RCR: LAD985210251			no		
CLECO SLIDELL SVC CENTER 60095 CAMP VILLERE RD SLIDELL, LA 70460 FRS ID: 110025337160	ICP: LAG532103		n/a	n/a		
CLIPPER LAND HOLDINGS UNKNOWN SLIDELL, LA 00000 FRS ID: 110022459604	ICP: LAR10B719	1	n/a	n/a	1	
CM AUTOMOTIVE RPR 483 COAST BLVD SLIDELL, LA 70458 FRS ID: 110003273154	RCR: LAD042045872			no		
CMC STEEL FABRICATORS INC, DBA CMC CAPITOL STEEL-S 38324 HAAS ROAD, HIGHWAY 11 SLIDELL, LA 70459 FRS ID: 110009021343	ICP: LAG530763		n/a	n/a		
COAST WATERWORKS INC EDEN ISLES STP SLIDELL, LA 70458 FRS ID: 110009057616	ICP: LA0045446	3	8	no	1	
COAST WATERWORKS, INC. MEADOWS WWTP SLIDELL, LA 70460 FRS ID: 110009924412	ICP: LA0073148		n/a	n/a	1	
COASTAL MARINE CONTRACTORS - SLIDELL	AFS: 2210300067			no		

FACILITY 55128 HWY 90 SLIDELL, LA 70459 FRS ID: 110022422724	ICP: LAR05N644		n/a	n/a	1	
COIN DU LESTIN SUBDIVISION CORNER OF LEGENDRE DRIVE & SLIDELL, LA 70459 FRS ID: 110009016484	ICP: LAG570065		n/a	n/a	1	
COLORS ON PARADE 226 BILTON SLIDELL, LA 70458 FRS ID: 110003367963	RCR: LAR000042101			no		
COLORS ON PARADE 2767 WILLIAM TELL ST SLIDELL, LA 70458 FRS ID: 110022312157	RCR: LAR000057638			no		
COMMERCIAL COURT DEVELOPMENT, LLC SLIDELL, LA 70459 FRS ID: 110011177029	ICP: LAG530945		n/a	n/a	1	
COMMERICAL COURT DEVELOPMENT BUILDING NO. 1 SLIDELL, LA 70459 FRS ID: 110022858763	ICP: LAG531867		n/a	n/a	1	
CONFEDERATE RESTORATIONS 1456 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003258386	RCR: LA0000063875			no		
COOPER AUTOMOTIVE 1410 FRONT ST SLIDELL, LA 70458 FRS ID: 110003335249	RCR: LAD985211705			no		
CORDES SHOPPING CENTER MILITARY RD & SLIDELL, LA 70461 FRS ID: 110037489875	ICP: LAG532607		n/a	n/a		
CORPORATE CLEANERS INC 1320 CORPORATE BLVD SLIDELL, LA 70458 FRS ID: 110003281626	RCR: LAD098588569			no		
CORSO FABRICATORS, INC. 105 INDUSTRIAL DR SLIDELL, LA 70460 FRS ID: 110038517361	ICP: LAG531292		n/a	n/a	1	
COUNTRY LANE PATIO HOMES ON VOTERS ROAD SLIDELL, LA 70461 FRS ID: 110030760139	ICP: LAR10E193		n/a	n/a		
CREATIONS UNLIMITED AKA OLD SPANISH TRAIL/I-10 SVC SLIDELL, LA 70458 FRS ID: 110009696622	ICP: LAG530799		n/a	n/a		
CROSS GATES UTILITY, INC. TAYLOR TRACE SLIDELL, LA 70461 FRS ID: 110022290457	ICP: LAG541284	1	n/a	n/a	1	
CSRS, INC. SLIDELL I-10 REST AREA SLIDELL, LA 70000 FRS ID: 110037494404	ICP: LAR10F005		n/a	n/a		
CUT RITE 7249 HAYES RD SLIDELL, LA 70461 FRS ID: 110003296479	RCR: LAD981588783			no		
CUTRITE INC 1003 HWY 190 W SLIDELL, LA 70460 FRS ID: 110006024952	RCR: LAD985193564			no		
CYCLE SHOP 888 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003275410	RCR: LAD057487878			no		
D & B LAWNMOWER & BIKE SHOP 1282 BROWNSWITCH RD SLIDELL, LA 70461 FRS ID: 110003363832	RCR: LAR000032920			no		
DAILY SENTRY NEWS 3648 PONTCHARTRAIN DR SLIDELL, LA 70458	RCR: LAD985187483			no		

FRS ID: 110003319301						
DAIQUIRIS OF SLIDELL INC DAIQUIRIS NOW SLIDELL, LA 70460 FRS ID: 110015977415	ICP: LAG531506	1	n/a	n/a	1	
DAN QUIRK FORD LINCOLN MERCURY 3663 PONTCHARTRAIN DR SLIDELL, LA 70458 FRS ID: 110003272155	RCR: LAD034510040			no		
DELAGO COMMUNITY COLLEGE 320 HOWZE BEACH LN SLIDELL, LA 70461 FRS ID: 110022458302	ICP: LAG532258	1	n/a	n/a		
	ICP: LAU004381	1	n/a	n/a	1	
	RCR: LAR000027425			no		
DEPENDABLE PAINT & BODY SHOP 1770 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003302836	RCR: LAD981902026			no		
DEPT OF MOTOR VEHICLES 1518 W. LINDBERG DRIVE SLIDELL, LA 70458 FRS ID: 110020156221	ICP: LAG531804 E	1	n/a	n/a		1
	ICP: LAU004380	1	n/a	n/a	1	
DILLMAN CONSTRUCTION,LLC 56389 FRANK PICHON ROAD SLIDELL, LA 70458 FRS ID: 110013337424	ICP: LAG531324		n/a	n/a	1	
DISCOUNT TIRE 62113 HWY 11 SLIDELL, LA 70458 FRS ID: 110022858861	ICP: LAG531881 E		n/a	n/a	1	
DOCTORS HOSPTAL OF SLIDELL LLC 989 ROBERT BLVD SLIDELL, LA 70458 FRS ID: 110037393059	RCR: LAR000066563			no		
DOLLAR GENERAL STORE 2440 HWY 190 WEST SLIDELL, LA 70461 FRS ID: 110020156249	ICP: LAG531717 E	1	n/a	n/a		1
	ICP: LAU004382	1	n/a	n/a	1	
DON WOLSEFER OFFICE/WAREHOUSE SLIDELL, LA 70461 FRS ID: 110022914177	ICP: LAG531887		n/a	n/a	1	
DONS BICYCLES 200 JOSEPH ST SLIDELL, LA 70458 FRS ID: 110003289771	RCR: LAD981511736			no		
DONS SLIDELL AUTO CENTER 1410 HWY 190 W SLIDELL, LA 70460 FRS ID: 110009575245	RCR: LA0000880302			no		
DORR'S AUTOMOTIVE(22-103-6E002) 2770 E. GAUSE BLVD SLIDELL, LA 70461 FRS ID: 110037248608	AFS: 221036E002	1	n/a	n/a		
DORRS AUTOMOTIVE 125 HWY 190 W SLIDELL, LA 70461 FRS ID: 110006021606	RCR: LAD981512940			no		
DOUGLAS AUTOMOTIVE MACHINE INC 1937 BETH DR SLIDELL, LA 70458 FRS ID: 110003264315	RCR: LA0000962480			no		
DRIVERS PARADISE 1345 HWY 190 W SLIDELL, LA 70458 FRS ID: 110006027441	RCR: LAD985221316			no		
DUNAWAY ICE 39550 HWY 190 EAST SLIDELL, LA 70461 FRS ID: 110030771662	ICP: LAG532266		n/a	n/a		
DURWARD DUNN INC SLIDELL LA YARD 43564 CAMP RD SLIDELL, LA 70461 FRS ID: 110003262102	ICP: LA0106372		n/a	n/a	1	
	RCR: LA0000593319			no		
DWYER BUILDING 56683 DWYER STREET SLIDELL, LA 70458 FRS ID: 110022857489	ICP: LAG531849		n/a	n/a	1	

DWYER'S BODY SHOP & RESTORATION, INC SLIDELL, LA 70458 FRS ID: 110020843257	ICP: LAG531772		n/a	n/a	1	
DWYERS BODY FENDER 38222 CLEVELAND ST SLIDELL, LA 70458 FRS ID: 110003342437	RCR: LAD985224682			no		
E & L USED CYCLES 2000 FRONT ST SLIDELL, LA 70458 FRS ID: 110003347209	RCR: LAR000002261			no		
E.C.O. BUILDERS INC STARLING PLAZA SLIDELL, LA 70460 FRS ID: 110037492068	ICP: LAG532859		n/a	n/a		
EAGLE CARWASH 2167 GAUSE W SLIDELL, LA 70460 FRS ID: 110020067283	ICP: LAG750317		n/a	n/a	1	
EAGLE SANCTUARY, LLC 55050 LA HWY 90 SLIDELL, LA 70461 FRS ID: 110016684088	ICP: LAG531256		n/a	n/a	1	
EASY LUBE & OIL 1000 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003311087	RCR: LAD982556318			no		
ED'S ELECTRICAL SERVICE LOT 9 IN SUBURBAN ACRES SUBDIV SLIDELL, LA 70461 FRS ID: 110011177975	ICP: LAG530797		n/a	n/a	1	
EDDIE & SON AUTO RPR 129 KAINE AVE SLIDELL, LA 70458 FRS ID: 110003322690	RCR: LAD985193648			no		
ELCAR, INC G&S AUTOMOTIVE SLIDELL, LA 70459 FRS ID: 110012807677	ICP: LAG470018 E		n/a	n/a		
ELLIS RECYCLING 151 INDUSTRIAL DRIVE SLIDELL, LA 70460 FRS ID: 110024563907	ICP: LAG480553		n/a	n/a		
ENGINEERG MAPCO 7397 2060 OLD SPANISH TRA SLIDELL, LA 70459 FRS ID: 110001251957	AFS: 2210300051		n/a	n/a		
ENVIRONMENTAL ENTERPRISES 173 COMMERCIAL SQUARE DR SLIDELL, LA 70461 FRS ID: 110003315001	RCR: LAD985173681			no		
ENVIRONMENTAL ENTERPRISES USA INC 58485 PEARL ACRES RD SLIDELL, LA 70461 FRS ID: 110003352112	RCR: LAR000010793			no		
ERNIES TRANS & AUTO 1721 GAUSE BLVD E SLIDELL, LA 70461 FRS ID: 110003350490	RCR: LAR000007740			no		
ERNIES TRANS & AUTOMOTIVE 681 I 10 SVC RD E SLIDELL, LA 70461 FRS ID: 110003312004	RCR: LAD982564593			no		
EXXON CO USA 979 OAK HARBOR BLVD SLIDELL, LA 70458 FRS ID: 110012249343	ICP: LAG750266		n/a	n/a	1	
	RCR: LAR000047175			no		
EXXON MOBIL CORP 2018 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003301999	ICP: LAG480290		n/a	n/a	1	
	RCR: LAD981900145			no		
EXXONMOBIL OIL CORP #50808 888 GAUSE RD SLIDELL, LA 70458 FRS ID: 110003323289	RCR: LAD985194463			no		
EXXONMOBIL OIL CORP #51271 179 AIRPORT DR SLIDELL, LA 70458	RCR: LAD985194646			no		

FRS ID: 110003323421						
EXXONMOBIL OIL CORP #55516 1675 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003323163	RCR: LAD985194281			no		
EXXONMOBIL OIL CORP 101 S MILITARY RD SLIDELL, LA 70461 FRS ID: 110003291198	ICP: LAG750606		n/a	n/a		
	RCR: LAD981515331			no		
EXXONMOBIL 51367 60545 HWY 11 SLIDELL, LA 70458 FRS ID: 110008390758	RCR: LAD985194737			no		
FACTORY DIRECT FURNITURE 1590 GAUSE BLVD W SLIDELL, LA 70460 FRS ID: 110011182530	ICP: LAG530200		n/a	n/a		
FIELD MAINTENANCE SHOP #12 34899 GRANTHAM COLLEGE RD SLIDELL, LA 70000 FRS ID: 110028303654	ICP: LAR10D844		n/a	n/a		
FIRE STATION #7 850 BROWNSWITCH RD SLIDELL, LA 70458 FRS ID: 110017360274	ICP: LAG531563		n/a	n/a	1	
FIRESTONE STORE 1350 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003310015	RCR: LAD982549669			no		
FISHER TEXACO 901 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003294382	RCR: LAD981584642			no		
FLASH FORT PIKE FLD 2 MI E OF HWY 90 SLIDELL, LA 70458 FRS ID: 110013389742	AFS: 2210300056		n/a	n/a		
FLEET TRUCK & TRAILER 39550 HWY 190 E SLIDELL, LA 70460 FRS ID: 110006028814	RCR: LAR000008193			no		
FORD LINCOLN MERCURY OF SLIDEL 400 E HOWZE BEACH RD SLIDELL, LA 70461 FRS ID: 110016682044	ICP: LAG470140		n/a	n/a	1	
FRANK'S ACCURATE BODY SHOP 684 E I-10 SVC RD SLIDELL, LA 70461 FRS ID: 110014449301	ICP: LAG470169	1	n/a	n/a	1	
	RCR: LAR000026856			no		
G.L.B.J., LLC DUNAWAY/DOLLAR GENERAL SLIDELL, LA 70461 FRS ID: 110015605807	ICP: LAG531418		n/a	n/a	1	
	ICP: LAG531507	1	n/a	n/a	1	
G&S BEAR ENTERPRISES, LLC 61431 HWY 1091 SLIDELL, LA 70458 FRS ID: 110016684168	ICP: LAG531527	1	n/a	n/a	1	
GBR PROPERTIES, INC. ADVANCE AUTO SLIDELL, LA 70459 FRS ID: 110031107148	ICP: LAG532293		n/a	n/a		
GEM AUTO CLINIC 600 HWY 190 W SLIDELL, LA 70460 FRS ID: 110006025434	RCR: LAD985200484			no		
GOMEZ MALCOM MR 38327 SALT BAYOU RD SLIDELL, LA 70461 FRS ID: 110010643795	ICP: LAG530479	1	n/a	n/a		
GOOD SHEPHERD LUTHERAN CHURCH; CAMP VILLERE RD SLIDELL, LA 70458 FRS ID: 110033640763	ICP: LAG532580		n/a	n/a		
GOOD VALUE AUTO SALES LLC 61141 HWY 11 SLIDELL, LA 70458 FRS ID: 110016759202	ICP: LAG470179	1	n/a	n/a	1	
GOODYEAR AUTO SVC CTR 2721 150 AIRPORT RD ID135						

SLIDELL, LA 70460 FRS ID: 110003291517	RCR: LAD981519135			no		
GRAHAM CABINETS, INC 58471 PEARL ACRES ROAD SLIDELL, LA 70461 FRS ID: 110012672535	ICP: LAG531295		n/a	n/a	1	
	RCR: LAR000063677			no		
GREATER NORTH SHORE FULL GOSPE 39203 VOTERS ROAD SLIDELL, LA 70461 FRS ID: 110011177591	ICP: LAG530820		n/a	n/a		
GUARDIAN ANGELS LEARNING CENTER II SLIDELL, LA 70460 FRS ID: 110037492095	ICP: LAG532862		n/a	n/a		
GULF STATES MARBLE 1594 SHORT CUT HWY SLIDELL, LA 70459 FRS ID: 110001270570	AFS: 2210300044			no		
	ICP: LAG531800		n/a	n/a	1	
	ICP: LAG531847		n/a	n/a	1	
GYMNASTICS PLUS 58445 PEARL ACRES RD SLIDELL, LA 70461 FRS ID: 110011182139	ICP: LAG530233		n/a	n/a	1	
HAAS ROAD DETENTION POND & PUMPING STATION SLIDELL, LA 70000 FRS ID: 110031105140	ICP: LAR10E274		n/a	n/a		
HALL INVESTMENT LLC PIT STOP PETROLEUM #3 SLIDELL, LA 70460 FRS ID: 110016758908	ICP: LAG531535	1	n/a	n/a	1	
HANNA BROTHER EXTREME MOTION PICTURE CATERING SLIDELL, LA 70458 FRS ID: 110022858718	ICP: LAG531861 E		n/a	n/a	1	
HERRON WIRE PRODUCTS CORPORATION SLIDELL, LA 70460 FRS ID: 110037490051	ICP: LAG532809		n/a	n/a		
HERRON WIRE PRODUCTS 2321 COVINGTON HWY SLIDELL, LA 70460 FRS ID: 110003343392	ICP: LAU005911	1	n/a	n/a		
	RCR: LAD985225986			no		
HHJ JOINT REALTY VENTURES 1520 W LINDBERG DR SLIDELL, LA 70458 FRS ID: 110003317722	ICP: LAG532152		n/a	n/a		
	RCR: LAD985185396			no		
HI LO AUTO SUPPLY 69 469 1308 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003324046	RCR: LAD985195635			no		
HIGH TECH COLLISION CTR 61077A ST TAMMANY AVE SLIDELL, LA 70460 FRS ID: 110031330138	RCR: LAR000061416			no		
HIGH TECH COLLISION REPAIRS INC 890 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003340297	RCR: LAD985221654			no		
HIGHLAND PARKS SUBD LOPEZ ST. & CITY DRIVE SLIDELL, LA 70000 FRS ID: 110030441760	ICP: LAR10D968		n/a	n/a		
HIGHWAY 190 WEST 1385 HWY 190 WEST SLIDELL, LA 70460 FRS ID: 110011178126	ICP: LAG530736		n/a	n/a	1	
HIRED TRUCKS INC 60378 DIXIE RANCH DR SLIDELL, LA 70460 FRS ID: 110003347361	ICP: LAU004080 E	1	n/a	n/a	1	
	RCR: LAR000002485	1	12	no		
HOME DEPOT # HD0386 874 I10 SERVICE RD SLIDELL, LA 70459 FRS ID: 110031382741	RCR: LAR000063230			no		
HONEY ISLAND ELEMENTARY SCHOOL 500 SOUTH MILITARY ROAD SLIDELL, LA 70461	RCR: LAR000058198			no		

FRS ID: 110021537719						
HYDRALIFT CABIRAN INC 60042 CABIRAN RD SLIDELL, LA 70460 FRS ID: 110014403047	AFS: 2210300048		n/a	n/a		
	RCR: LAD020878179			no		
HYDRAULIC ENGINEERING SVC CO INC 3320 PONCHARTRIAN DR. SLIDELL, LA 70459 FRS ID: 110003280360	RCR: LAD089839310			no		
IMAGINE THAT PRINTING 4543 PONCHARTRIAN DR SLIDELL, LA 70458 FRS ID: 110003303764	RCR: LAD981904543			no		
INDIAN HILLS R.V. PARK 2484 COVINGTON HWY SLIDELL, LA 70460 FRS ID: 110017360425	ICP: LAG541174	2	n/a	n/a	1	
INDIAN VILLAGE GARDEN HOMES 334 INDIAN VILLAGE SLIDELL, LA 70461 FRS ID: 110011181611	ICP: LAG530259 E	1	n/a	n/a	1	
INSTANT CARE FAMILY MED CNTR 740 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003321012	RCR: LAD985190172			no		
INSTANT CARE FAMILY MEDICAL CNTR 659 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003283474	RCR: LAD118988278			no		
INTERSTATE PLAZA 742 E 1-10 SVC RD SLIDELL, LA 70461 FRS ID: 110017857363	ICP: LAG531610		n/a	n/a	1	
J&J AUTO BROKERS 2469 HWY 190 SLIDELL, LA 70460 FRS ID: 110015813832	ICP: LAG470178	1	n/a	n/a	1	
J&K MANAGEMENT, LLC 61126 ST. TAMMANY AVE. SLIDELL, LA 70460 FRS ID: 110032941752	ICP: LAG532382		n/a	n/a	1	
JAMES R GOSEY JR MD & CHRLS W KRIEGER JR 1850 GAUSE BLVD STE 302 SLIDELL, LA 70461 FRS ID: 110003320228	RCR: LAD985188606			no		
JBG BURKES OFFICE PARK STP SE CORN OF NELLIE DR & SLIDELL, LA 70461 FRS ID: 110020843168	ICP: LAG531761		n/a	n/a	1	
JGILS 37159 BEN THOMAS RD SLIDELL, LA 70460 FRS ID: 110022421093	ICP: LAG531786		n/a	n/a	1	
JH RICH CO INC 317 MOONRAKER DR SLIDELL, LA 70458 FRS ID: 110003290242	RCR: LAD981513062			no		
JIFFY LUBE STORE 497 1336 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003299010	RCR: LAD981598485			no		
JIM WALTER HOMES, INC. 34649 GRANTHAM COLLEGE ROAD SLIDELL, LA 70460 FRS ID: 110012672107	ICP: LAG531602 E		n/a	n/a	1	
JOHN'S AUTOMOTIVE MACHINE SHOP 37397 BEN THOMAS RD SLIDELL, LA 70460 FRS ID: 110011181746	ICP: LAG530274		n/a	n/a		1
	RCR: LA0000605535			no		
JOHNNY F SMITH TRUCK & DRAGLINE SERVICE SLIDELL, LA 70461 FRS ID: 110013741200	ICP: LAG490008		n/a	n/a	1	
	ICP: LA0105465 E		n/a	n/a	1	1
JOHNNY F SMITH TRUCKING PO BOX 1115 SLIDELL, LA 70459 FRS ID: 110011178466	ICP: LAG530703 E		n/a	n/a	1	
JOHNNY F. SMITH MEMORIAL						

BUSINESS SLIDELL, LA 70461 FRS ID: 110030449334	ICP: LAR10D933		n/a	n/a		
JOHNNY F. SMITH TESTAMENTARY TRUST SLIDELL, LA 70461 FRS ID: 110024465559	ICP: LAG531962	1	n/a	n/a	1	
JOHNNY SMITH TRUCKING PO BOX 1115 SLIDELL, LA 70459 FRS ID: 110011178297	ICP: LAG530680		n/a	n/a	1	
JOHNNY SMITH TRUCKING 310 HOWZE BEACH RD. SLIDELL, LA 70461 FRS ID: 110003292776	RCR: LAD981520612			no		
JOHNSON APARTMENTS 60281 GRACE AVE SLIDELL, LA 70458 FRS ID: 110015977503	ICP: LAG531511	1	n/a	n/a	1	
JOLLY INVESTMENTS, LLC 59388 HWY 190 WEST SLIDELL, LA 70460 FRS ID: 110025338962	ICP: LAG541455	1	n/a	n/a		
JOY FELLOWSHIP CHURCH 1510 LINDBERG DRIVE SLIDELL, LA 70458 FRS ID: 110028274007	ICP: LAG532180		n/a	n/a		
JUBILEE EXPRESS STORE #4815 60328 POWELL DRIVE SLIDELL, LA 70458 FRS ID: 110025347550	ICP: LAG480587		n/a	n/a		
JUNGS AUTOMOTIVE INC 1420 HWY 190 W SLIDELL, LA 70460 FRS ID: 110006018941	RCR: LA0001001015			no		
K'TERI APTS 141 HOOVER DR SLIDELL, LA 70461 FRS ID: 110011173372	ICP: LAG540404	1	n/a	n/a		
KARNO CHIROPRACTIC CLINIC 1203 ROBERT RD SLIDELL, LA 70458 FRS ID: 110003308420	RCR: LAD982294589			no		
KASTNER ENTERPRISES LLC 38008 BROWNS VILLAGE RD SLIDELL, LA 70460 FRS ID: 110015605200	ICP: LAG531447		n/a	n/a	1	
KATORE BODY CTR INC 672 E I 10 SVC RD SLIDELL, LA 70461 FRS ID: 110003351088	RCR: LAR000008847			no		
KIK LA INC - SLIDELL PLANT 646 CARNATION STREET SLIDELL, LA 70460 FRS ID: 110000449257	AFS: 2210300017		n/a	n/a		
	RCR: LAD985205475			no		
KINGS GUEST LODGE INC PO BOX 3027 SLIDELL, LA 70459 FRS ID: 110011181791	ICP: LAG530281		n/a	n/a		
KNIEPER & SON AUTO AND TRUCK PARTS, INC. SLIDELL, LA 70461 FRS ID: 110024402831	ICP: LAR05N712	1	n/a	n/a		
	ICP: LAR10D273		n/a	n/a		
KRITKO CHIROPRACTIC CLINIC 1408 GAUSE BLVD STE C SLIDELL, LA 70458 FRS ID: 110003304898	RCR: LAD981907983			no		
KRITKO CHIROPRACTIC CLINIC 3001 PONTCHARTRAIN DR STE B SLIDELL, LA 70458 FRS ID: 110003321682	RCR: LAD985191311			no		
LA AQUATICS INC 1530 W LINDBERG DR SLIDELL, LA 70458 FRS ID: 110011177859	ICP: LAG530782		n/a	n/a	1	
LA ARMY NATIONAL GUARD 34899 GRANTHAM COLLEGE ID415 SLIDELL, LA 70460 FRS ID: 110003288059	ICP: LAR05A673		n/a	n/a	1	
	RCR: LAD985221415			no		

LA DOTD SLIDELL REST AREA SLIDELL, LA 70458 FRS ID: 110011167931	ICP: LAG570028	1	n/a	n/a	1	
LA DOTD US 190 BUS & I-10 SLIDELL, LA 70458 FRS ID: 110020834150	ICP: LAR10C868		n/a	n/a	1	
LA DOTD I-12 & US 11 SLIDELL, LA 70000 FRS ID: 110039183488	ICP: LAR10F726		n/a	n/a		
LA FIREWORKS OUTLET LLC 64329 HOWZE BEACH RD SLIDELL, LA 70459 FRS ID: 110023047996	RCR: LAR000058891			no		
LA FIREWORKS OUTLET, LLC FIREWORKS OUTLET SLIDELL, LA 70458 FRS ID: 110024812096	ICP: LAG532015		n/a	n/a		
LA POWER WASH LLC MULTI-PARISH SLIDELL, LA 70461 FRS ID: 110020062144	ICP: LAG759339		n/a	n/a	1	
LA SCREEN PRINT 1600 W LINDBERG SLIDELL, LA 70458 FRS ID: 110003326017	RCR: LAD985198225			no		
LA VOTECH SLIDELL 1000 CANULETTA SLIDELL, LA 70458 FRS ID: 110003295979	RCR: LAD981588007			no		
LA WATER SERVICE IN-OAKMONT SU OAKMONT DR & AIRPORT RD SLIDELL, LA 70000 FRS ID: 110011167968	ICP: LAG570031 E		n/a	n/a		
LA WATER SERVICE IN-VILLAGE AC MILITARY RD & VILLAGE LANE SLIDELL, LA 70433 FRS ID: 110011167986	ICP: LAG570033		n/a	n/a		
LA WATER SERVICE INC MAGNOLIA FOREST SUBDIVISION SLIDELL, LA 70458 FRS ID: 110009697097	ICP: LA0051179		n/a	n/a	1	
LA WATER SERVICE INC LAKE MICHIGAN DR & LK VILLAGE SLIDELL, LA 70458 FRS ID: 110020043264	ICP: LA0065757	1	n/a	n/a	1	
LA WATER SERVICE, INC. VOTERS ROAD AT KINGSPOINT BLVD SLIDELL, LA 70458 FRS ID: 110009697024	ICP: LA0049794 E	2	n/a	n/a		1
LA WATER SERVICE,INC-WOODRIDGE 201 HOLIDAY BLVD STE 150 COVINGTON, LA 70433 FRS ID: 110011155427	ICP: LA0055310	2	n/a	n/a	1	
LAFARGE CORP SLIDELL PL INTERSECTION BROWNS VILL RD & SLIDELL, LA 70458 FRS ID: 110008386638	RCR: LAD981519796			no		
LAFARGE LAKESHORE PLANT 470 N HOWZE BEACH RD SLIDELL, LA 70461 FRS ID: 110032939845	ICP: LAR05N904		n/a	n/a		
LAFARGE NORTH AMERICA INC - SLIDELL PLANT 150 INDUSTRIAL RD SLIDELL, LA 70458 FRS ID: 110022523786	ICP: LAG110052 E	1	n/a	n/a		
	RCR: LAD981589849			no		
LAFITTE'S LANDING PATIO HOMES @ HWY 190 WEST & SLIDELL, LA 70461 FRS ID: 110030759105	ICP: LAR10E188		n/a	n/a		
LAKE CASTLE PRIVATE SCHOOL 363 THOMPSON ROAD SLIDELL, LA 70460 FRS ID: 110022458231	ICP: LAG541304		n/a	n/a	1	
LAKESHORE CHRYSLER- 330 HOWZE BEACH RD	ICP: LAG470010		n/a	n/a		

SLIDELL, LA 70461 FRS ID: 110003276393	RCR: LAD064645690			no		
LAKESIDE APARTMENTS LAKESHORE BLVD. & SLIDELL, LA 70000 FRS ID: 110032836858	ICP: LAR10E461		n/a	n/a		
LAMB OF GOD LUTHERN CHURCH 57210 ALLEN RD SLIDELL, LA 70461 FRS ID: 110017857292	ICP: LAG531603		n/a	n/a	1	
LARRYS DRY CLEANING BY LOUIS INC 190 AUDUBON DR SLIDELL, LA 70458 FRS ID: 110003343846	RCR: LAD985226521			no		
LAWLESS AUTO DETAIL & CAR WASH 2801 E GAUSE BLVD SLIDELL, LA 70461 FRS ID: 110012269160	RCR: LAR000043976			no		
LAWLESS AUTOMOTIVE CUSTOMS 1210 FREMAUX AVE. SLIDELL, LA 70458 FRS ID: 110003280949	RCR: LAD094186103			no		
LAZY WHEELS TRAILER PARK ON HERWIG BLUFF RD SLIDELL, LA 70458 FRS ID: 110022858932	ICP: LAG541323		n/a	n/a	1	
LCW PROPERTIES, LLC 750 BROWNSWITCH RD SLIDELL, LA 70458 FRS ID: 110022284142	ICP: LAG750516		n/a	n/a	1	
LEON LOWE & SONS, INC. ASHTON PARC SUBDIVISION SLIDELL, LA 70000 FRS ID: 110030993218	ICP: LAR10E241		n/a	n/a		
LEVEL TEN MOTORSPORTS 2280 HWY 190 SLIDELL, LA 70461 FRS ID: 110017699551	ICP: LAG470187		n/a	n/a	1	
LEWIS AIR CONDITIONING COMMERCIAL CT REZONED TO SLIDELL, LA 70459 FRS ID: 110038516362	ICP: LAG530339		n/a	n/a		
LEWIS AIR CONDITIONING REZONING PHYSICAL ADDRESS IS SLIDELL, LA 70458 FRS ID: 110009932494	ICP: LAG530340		n/a	n/a		1
LIBERTY FOOD STORE 35220 BAYOU LIBERTY ROAD SLIDELL, LA 70460 FRS ID: 110013337308	ICP: LAG531327		n/a	n/a	1	
	ICP: LAU003772		n/a	n/a	1	
LINBURG GLEN RETAIL DEVELOPMENT SLIDELL, LA 70460 FRS ID: 110033640674	ICP: LAG532566		n/a	n/a		
LINDBERG SQUARE STP 1550 W. LINDBERG DR. SLIDELL, LA 70458 FRS ID: 110027253914	ICP: LAG532122		n/a	n/a		
LION MULTIMEDIA & CONSULTING SLIDELL, LA 70460 FRS ID: 110037493094	ICP: LAG532890		n/a	n/a		
LITTLE OAK MIDDLE SCHOOL 59241 REBEL DRIVE SLIDELL, LA 70461 FRS ID: 110021537522	RCR: LAR000058206			no		
LOFLAND YACHT BROKERAGE 4610 PONCHATRAIN DR SLIDELL, LA 70458 FRS ID: 110003275189	RCR: LAD056560832			no		
LOGAN'S TRACE HWY 433 SLIDELL, LA 70461 FRS ID: 110027365544	ICP: LAR10D717		n/a	n/a		
LOUISIANA LUMBER INC 2014 OLD COVINGTON HWY SLIDELL, LA 70460 FRS ID: 110021031505	ICP: LAG531777		n/a	n/a	1	
LOUISIANA NATIONAL GUARD-CAMP						

VILLIERE ENGINEERS RD & N. RANGE RD. SLIDELL, LA 70460 FRS ID: 110039182176	ICP: LAR10F672		n/a	n/a		
LOUISIANA WATER SERVICES, INC. 3 MILES W OF HWY. 11 & US 190 SLIDELL, LA 70458 FRS ID: 110009924635	ICP: LA0065714	2	n/a	n/a	1	
LOWES COMPANIES #1684 39184 NATCHEZ DR SLIDELL, LA 70461 FRS ID: 110024556942	RCR: LAR000059790			no		
M&R FILE SERVICES LLC 411 SOUTH STREET SLIDELL, LA 70460 FRS ID: 110038517502	ICP: LAG533101		n/a	n/a		
MAGNA INC DBA MAGNA DRY CLNRS 1071 ROBERT BLVD BAY NO 2 SLIDELL, LA 70458 FRS ID: 110003326641	RCR: LAD985199025			no		
MAGNUM CONSTRUCTION SERVICES 100 INDUSTRIAL DR SLIDELL, LA 70460 FRS ID: 110003344916	AFS: 2210300062		n/a	n/a		
	RCR: LAD985227933			no		
MAHORNER CLINIC 1340 14TH ST SLIDELL, LA 70458 FRS ID: 110003305815	RCR: LAD981913395			no		
MARITIME SYSTEMS INC - SLIDELL FACILITY 332 BAYOU LIBERTY RD SLIDELL, LA 70458 FRS ID: 110013389751	AFS: 2210300058			no		
	ICP: LA0115461	3	n/a	n/a	1	
MARKS AUTO RPR 190 HWY 190E SLIDELL, LA 70461 FRS ID: 110008387389	RCR: LAD981591332			no		
MARLSTONE, INC. 310 HOWZE BEACH RD SLIDELL, LA 70461 FRS ID: 110022838189	ICP: LAR10D123	1	n/a	n/a	1	
MARVIN E KENDRICK MD 109 SMART PLACE SLIDELL, LA 70458 FRS ID: 110003272379	RCR: LAD037251188			no		
MASTER TECH INC 4618 PONTCHARTRAIN DR SLIDELL, LA 70458 FRS ID: 110003298805	RCR: LAD981596802			no		
MAY INVESTMENTS 56404 FRANK PICHON RD. SLIDELL, LA 70458 FRS ID: 110027253727	ICP: LAG532106		n/a	n/a		
MEADOW LAKE STP END OF MEADOW LAKE DR EAST SLIDELL, LA 70461 FRS ID: 110009016554	ICP: LAG570015 E	3	n/a	n/a	1	
MEGA INTERNATIONAL INC 37362 BROWNS VILLAGE SLIDELL, LA 70459 FRS ID: 110013389760	AFS: 2210300059			no		
	ICP: LA0115703	1	n/a	n/a	1	
	RCR: LAR000023598			no		
MIDAS MUFFLER 180 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003276419	RCR: LAD064655376			no		
MIKE SHAW MOTORS, INC. HONDA OF SLIDELL SLIDELL, LA 70461 FRS ID: 110015977576	ICP: LAG470177	1	n/a	n/a	1	
MILITARY RD PET HOSPITAL 100 S MILITARY RD STE A SLIDELL, LA 70461 FRS ID: 110003257742	RCR: LA0000046136			no		
MILITARY RD PET HOSPITAL INC 21 HERWIG BLUFF RD SLIDELL, LA 70461 FRS ID: 110003362361	RCR: LAR000030502			no		
MILITARY ROAD COMMERICAL PROP						

UNKNOWN SLIDELL, LA 00000 FRS ID: 110022548812	ICP: LAG531874	1	n/a	n/a	1	
MISS ANTONIJA A, INC. 1301 BROWNSWITCH SLIDELL, LA 70458 FRS ID: 110032822845	ICP: LAG532317		n/a	n/a		
MISSLE AVIATION 233 AIRPORT DR SLIDELL, LA 70460 FRS ID: 110003297600	RCR: LAD981591431			no		
MONJURE AUTO RPR & BODY SHOP INC 38151 COAST BLVD SLIDELL, LA 70458 FRS ID: 110003276534	RCR: LAD065039976			no		
MONSTER STORAGE LLC 59216 AMBER STREET SLIDELL, LA 70461 FRS ID: 110039179000	ICP: LAG533127		n/a	n/a		
NATIONAL OIL WELL 330 BAYOU LIBERTY ROAD SLIDELL, LA 70458 FRS ID: 110012817096	AFS: 2210300049		n/a	n/a		
	ICP: LAU006170		n/a	n/a		
	RCR: LAR000020552			no		
NATL FINANCIAL PUBLICATIONS, I 100 EXECUTIVE DR SLIDELL, LA 70460 FRS ID: 110011180603	ICP: LAG530384		n/a	n/a		
NATL WEATHER SVC 62300 AIRPORT RD SLIDELL, LA 70460 FRS ID: 110003363921	RCR: LAR000033084			no		
NEW FASHION CLEANERS 131A OAK CT SLIDELL, LA 70458 FRS ID: 110016747662	RCR: LAR000053538			no		
NEW ORLEANS EAST KOA 56009 HWY 433 SLIDELL, LA 70461 FRS ID: 110011168547	ICP: LAG570021		n/a	n/a	1	
NEW ORLEANS METRO AUTO AUCTION 61077 ST TAMMANY AVE SLIDELL, LA 70460 FRS ID: 110009923324	ICP: LAU003576		n/a	n/a	1	
	RCR: LAR000042218	1		no		
NEWTON BOATS INC 56181 BEACH DR SLIDELL, LA 70458 FRS ID: 110001270589	AFS: 2210300046		n/a	n/a		
	RCR: LAR000012989			no		
NICKEL CREEK SUBDIVISION KENSINGTON PLACE ROAD SLIDELL, LA 70461 FRS ID: 110023141875	ICP: LAR10D187		n/a	n/a	1	
NORTH SHORE AUTOMOTIVE 188 TEDDY AVE C SLIDELL, LA 70458 FRS ID: 110003258091	RCR: LA0000050237			no		
NORTH SHORE REGIONAL MEDICAL CTR 100 MEDICAL CTR DR SLIDELL, LA 70458 FRS ID: 110001253571	AFS: 2210300029		n/a	n/a		
	RCR: LAD122688732			no		
NORTHPARK CAR WASH OF SLIDELL 1342 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110006745610	ICP: LAG750064	1	n/a	n/a	1	
NORTHPARK CARWASH INC 1342 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110037392238	RCR: LAR000067694			no		
NORTHSHORE AUTOMOTIVE 1748 FRONT ST SLIDELL, LA 70458 FRS ID: 110003301141	RCR: LAD981612575			no		
NORTHSHORE AUTOMOTIVE INC 180 COMMERCIAL SQUARE SLIDELL, LA 70461 FRS ID: 110003303023	RCR: LAD981902240			no		
NORTHSHORE CHEMICAL, LLC 61134 ST. TAMMANY AVE	ICP: LA0122459		n/a	n/a		

SLIDELL, LA 70460 FRS ID: 110029528223						
NORTHSHORE FAMILY MED CNTR 1850 GAUSE BLVD STE 101 SLIDELL, LA 70461 FRS ID: 110009581149	RCR: LAD985191147			no		
NORTHSHORE GOLF CARS, LLC 712 & 716 E. I-10 SERVICE ROAD SLIDELL, LA 70461 FRS ID: 110020158773	ICP: LAG531679 E	1	n/a	n/a	1	
NORTHSHORE HIGH SCHOOL 100 PANTHER DRIVE SLIDELL, LA 70461 FRS ID: 110021506707	RCR: LAR000058180			no		
NORTHSHORE UTILITY-NORTH SHOR 90 WOODHAVEN DRIVE SLIDELL, LA 70461 FRS ID: 110011168057	ICP: LAG570040	1	n/a	n/a		
OAK HARBOR EAST STP 350 N. MILITARY RD SLIDELL, LA 70461 FRS ID: 110017699472	ICP: LA0117765		n/a	n/a	1	
OAK HARBOR EXPRESSWAY 2000 OAK HARBOR BLVD SLIDELL, LA 70458 FRS ID: 110020067309	ICP: LAG750343		n/a	n/a	1	
OAKWOOD ESTATES SUBDIVISION SEWAGE DISTRICT #5 SLIDELL, LA 70460 FRS ID: 110009930209	ICP: LAG570166	1	n/a	n/a	1	
OMNI STORAGE 2398 HWY 190 WEST SLIDELL, LA 70460 FRS ID: 110025347621	ICP: LAG532056		n/a	n/a		
O2 CLEANERS 2132 GAUSE BLVD, STE 22 SLIDELL, LA 70458 FRS ID: 110022437932	RCR: LAR000057711			no		
P & L POWER TOOLS 1756 FRONT ST SLIDELL, LA 70458 FRS ID: 110003272896	RCR: LAD039963582			no		
PARIS PROPERTIES, LLC 101 PRODUCTION DR SLIDELL, LA 70461 FRS ID: 110015720647	ICP: LAG531466 E	1	n/a	n/a		1
PARISH CAB, INC. 1189 FREMAUX AVE SLIDELL, LA 70458 FRS ID: 110009007617	ICP: LAG532289		n/a	n/a		
	ICP: LAU003663		n/a	n/a	1	
PARISH NATL BANK 40377 HWY 190 E SLIDELL, LA 70461 FRS ID: 110006018335	RCR: LA0000453431			no		
PARR PROSTHETICS LABS 172 COMMERICAL SQUARE SLIDELL, LA 70461 FRS ID: 110020140462	ICP: LAG531681		n/a	n/a	1	
PAYLESS AUTO SALES LLC 1408 FRONT ST SLIDELL, LA 70458 FRS ID: 110003350999	RCR: LAR000008409			no		
PB & E BODY SHOP 1842 2ND ST SLIDELL, LA 70458 FRS ID: 110003259036	RCR: LA0000109256			no		
PEACE EVANGELICAL LUTHERAN CHURCH SLIDELL, LA 70460 FRS ID: 110032822934	ICP: LAG532329		n/a	n/a		
PEARL ACRES PEDRIATICS LLC 59125 N. PEARL DRIVE SLIDELL, LA 70461 FRS ID: 110011178386	ICP: LAG530692		n/a	n/a	1	
PEARL PLANTATION TOWNHOMES 59219 N. PEARL STREET SLIDELL, LA 70461 FRS ID: 110011180783	ICP: LAG530410		n/a	n/a		

PEARL RIVER NAVIGATION INC 36318 OLD BAYOU LIBERTY RD SLIDELL, LA 70460 FRS ID: 110003258215	AFS: 2210300065			no		
	ICP: LA0109461	1	n/a	n/a		1
	RCR: LA0000056853	1		no		
PENNINGTON BODY SHOP INC 1975 7TH ST SLIDELL, LA 70458 FRS ID: 110003311283	RCR: LAD982558918			no		
PEP BOYS 147 1421 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003323911	RCR: LAD985195452			no		
PERINOS TRUCK & AUTO BODY INC 40167 HWY 190 E SLIDELL, LA 70461 FRS ID: 110006023356	RCR: LAD982293011			no		
PHOTO GRAPHIC PROCESSING 1338 CORPORATE SQ SLIDELL, LA 70458 FRS ID: 110003282331	RCR: LAD104015250			no		
PIKES CLASSICS OF YESTERYEAR 55285 HWY 433 SLIDELL, LA 70461 FRS ID: 110006023668	RCR: LAD982558926			no		
PINE CREST RV & MHP 2601 OLD SPANISH TRAIL SLIDELL, LA 70461 FRS ID: 110011168413	ICP: LAG570003	1	n/a	n/a		1
PINEY RIDGE TRAILER PARK OFF EAST HWY 190 SLIDELL, LA 70460 FRS ID: 110009930628	ICI: 06-2008-1427			no		1
	ICP: LAG540932		n/a	n/a		
PITTMAN PLACE SUBDIVISION ON PITTMAN ROAD SLIDELL, LA 70461 FRS ID: 110023141884	ICP: LAR10D193		n/a	n/a	1	
PLATFORM CRANE SERVICE INC 255 STONE RD SLIDELL, LA 70460 FRS ID: 110012573278	ICP: LAR05N345		n/a	n/a	1	
	ICP: LAU003779		n/a	n/a	1	
	RCR: LAR000049445			no		
PMC SLIDELL PLANT 37210 BEN THOMAS RD SLIDELL, LA 70460 FRS ID: 110017758461	ICP: LAR05N534	1	n/a	n/a	1	
PO-FOLKS SEAFOOD 1830 HWY 190 WEST SLIDELL, LA 70460 FRS ID: 110011180195	ICP: LAG530423		n/a	n/a		
POMPANO'S SEAFOOD STEAKHOUSE 2504 OLD SPANISH TRAIL SLIDELL, LA 70461 FRS ID: 110012672134	ICP: LAG540968		n/a	n/a	1	
PRECISION TUNE 1224 FRONT ST SLIDELL, LA 70458 FRS ID: 110003303924	RCR: LAD981904790			no		
PROFESSIONAL AUTO REBIULD INC 550 GUZMAN ST SLIDELL, LA 70458 FRS ID: 110003302523	RCR: LAD981901234			no		
PUB ZERO NO 2, INC. 1729 E. GAUSE BLVD. SLIDELL, LA 70461 FRS ID: 110011182870	ICP: LAG530159		n/a	n/a		
PYTHON CORP 2315 HWY 190 W SLIDELL, LA 70460 FRS ID: 110006029449	RCR: LAR000016832			no		
QUAIL RIDGE WWTP QUAIL RIDGE SUBDIVISION; OLD SLIDELL, LA 70458 FRS ID: 110017367954	ICP: LA0065731	2	n/a	n/a	1	
QUALITY AUTO SALES & SVC 60077 HWY 11 N SLIDELL, LA 70458 FRS ID: 110006026638	RCR: LAD985213545			no		

RAYS AUTOMOTIVE 58455 PEARL ACRES RD SLIDELL, LA 70461 FRS ID: 110003318561	RCR: LAD985186501			no		
RAYS AUTOMOTIVE 38455 PEARL ACRES SLIDELL, LA 70461 FRS ID: 110003322100	RCR: LAD985192749			no		
RDG PROPERTIES, LLC PLATFORM CRANE- BLDG 2 SLIDELL, LA 70460 FRS ID: 110030771564	ICP: LAG532253		n/a	n/a		
REDLINE PERFORMANCE MARINE 4632 PONCHARTRAIN SLIDELL, LA 70458 FRS ID: 110003321600	RCR: LAD985191139			no		
REDLINE PERFORMANCE MARINE 4726 PONTCHARTRAIN SLIDELL, LA 70458 FRS ID: 110003354192	RCR: LAR000014365			no		
RESOLVE SYSTEMS WWTF 205 DEFIANCE DRIVE SLIDELL, LA 70459 FRS ID: 110009057876	ICP: LA0050351	1	n/a	n/a	1	
RICK YOUNG TRAILER SALES 2515 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110027364554	ICP: LAG532145		n/a	n/a		
ROBERT LEVIS CHEVROLET I-10 AT OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110008386629	RCR: LAD981519697			no		
ROBERT LEVIS CHEVROLET LLC 316 HOWZE BEACH RD SLIDELL, LA 70459 FRS ID: 110032941672	ICP: LAG470248		n/a	n/a		
ROYAL GOLF CLUB INC OFF AIRPORT ROAD SLIDELL, LA 70460 FRS ID: 110020832517	ICP: LAG530890		n/a	n/a		
SALMEN HIGH SCHOOL 4040 BERKLEY ST SLIDELL, LA 70458 FRS ID: 110018893544	ICP: LAR10F452		n/a	n/a		
	RCR: LAR000055889			no		
SALT BAYOU DOCK 38327 SALT BAYOU ROAD SLIDELL, LA 70461 FRS ID: 110011180989	ICP: LAG530349	1	n/a	n/a		
SAM'S BAIT SHOP 38534 SALT BAYOU ROAD SLIDELL, LA 70461 FRS ID: 110011179964	ICP: LAG530480		n/a	n/a		
SAMMYS IMPORT CAR CNTR 450 GARRETT RD SLIDELL, LA 70458 FRS ID: 110003334570	RCR: LAD985210707			no		
SAMS CLUB #6220 181 NORTHSHORE BLVD SLIDELL, LA 70458 FRS ID: 110003367071	RCR: LAR000040907			no		
SATURN OF NEW ORLEANS, INC 298 E. HOWZE BEACH ROAD SLIDELL, LA 70461 FRS ID: 110012673687	ICP: LAG470058		n/a	n/a		
SCORPIO CYCLES 1512 COVINGTON HWY SLIDELL, LA 70458 FRS ID: 110003268990	RCR: LAD010391373			no		
SEARS 2026 6118 6816 ROEBUCK & CO 150 NORTH SHORE BLVD STE 1000 SLIDELL, LA 70460 FRS ID: 110003293310	RCR: LAD981521412			no		
	RCR: LAR000024737			no		
SEELYE LAWNMOWER & BIKE SHOP 1290 BROWNSWITCH RD SLIDELL, LA 70458 FRS ID: 110003302015	RCR: LAD981900178			no		
SEVENTH-DAY ADVENTIST CHURCH SLIDELL, LA 70460	ICP: LAG532799		n/a	n/a		

FRS ID: 110037489973						
SHAMROCK CONSTRUCTION PO BOX 5595 SLIDELL, LA 70469 FRS ID: 110011178741	ICP: LAG530658		n/a	n/a		
SHELL OIL COMPANY 2307 GAUSE BLVD EAST SLIDELL, LA 70461 FRS ID: 110020557191	ICP: LAG531734		n/a	n/a	1	
SHERWIN WILLIAMS AUTO FINISHES #9719 134 KINGSPOINT BLVD SLIDELL, LA 70461 FRS ID: 110016746093	RCR: LAR000053827			no		
SHERWIN WILLIAMS STORE 7108 534 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003366768	RCR: LAR000038182			no		
SHOPPING CENTER FOR FAYE WAGNER SLIDELL, LA 70460 FRS ID: 110024564425	ICP: LAG531980		n/a	n/a		
SIGNLITE 37262 BEN THOMAS SLIDELL, LA 70460 FRS ID: 110003340493	RCR: LAD985221902			no		
SIGNLITE 1490 E I10 SERVICE RD SLIDELL, LA 70461 FRS ID: 110003257895	RCR: LA0000046490			no		
SKATERS PARADISE II, INC. 107 MEREDITH DRIVE SLIDELL, LA 70458 FRS ID: 110009931985	ICP: LAG530811		n/a	n/a		
SL 19599 NO. 1 LAKE BORGNE FIELD SLIDELL, LA 70000 FRS ID: 110037481267	ICP: LAG33A828		n/a	n/a		
SLIDELL AUTOMOTIVE & MUFFLER SHOP 1613 HWY 190 WEST SLIDELL, LA 70458 FRS ID: 110006022099	RCR: LAD981587991			no		
SLIDELL BIBILE CHAPEL SLIDELL CHRISTIAN ACADEMY SLIDELL, LA 70461 FRS ID: 110025347587	ICP: LAG531942		n/a	n/a		
SLIDELL CHIROPRACTIC CLINIC 2769 3RD ST SLIDELL, LA 70458 FRS ID: 110003320184	RCR: LAD985188564			no		
SLIDELL CITY BAYOU LN .25 BLK W OF HWY 11 SLIDELL, LA 70458 FRS ID: 110008387067	RCR: LAD981586514			no		
SLIDELL CITY OF - AIRPORT 62512 AIRPORT ROAD, BLDG. #1 SLIDELL, LA 70460 FRS ID: 110017883771	ICP: LAR05B259		n/a	n/a	1	
SLIDELL CLNRS INC 300 ROBERT ST SLIDELL, LA 70458 FRS ID: 110003284160	RCR: LAD125935783			no		
SLIDELL EASY PAY TIRE, INC. 3165 PONTCHARTRAIN DRIVE SLIDELL, LA 70458 FRS ID: 110024563836	ICP: LAG470233		n/a	n/a		
	RCR: LAD981519291			no		
SLIDELL HIGH SCHOOL #1 TIGER DRIVE SLIDELL, LA 70458 FRS ID: 110021506654	RCR: LAR000058172			no		
SLIDELL MARINE WORK & HULL CO INC 3725 PONTCHARTRAIN DR SLIDELL, LA 70458 FRS ID: 110003301034	RCR: LAD981612369			no		
SLIDELL MARINE, INC. 36440 OLD LIBERTY BAYOU RD. SLIDELL, LA 70458 FRS ID: 110027986641	ICP: LAG532176		n/a	n/a		
SLIDELL MEMORIAL HOSPITAL 1001 GAUSE BLVD ID777						

SLIDELL, LA 70458 FRS ID: 110009576725	RCR: LAD072629777			no		
SLIDELL ONE HOUR MARTINIZING 190 PLAZA SLIDELL, LA 70458 FRS ID: 110003289101	RCR: LAD981148091			no		
SLIDELL RADIATION CNTR 1001 GAUSE BLVD ID304 SLIDELL, LA 70458 FRS ID: 110009580391	RCR: LAD982559304			no		
SLIDELL SEWER & WATER DEPT CITY OF 2800 TERRANCE AVENUE B SLIDELL, LA 70458 FRS ID: 110003325704	ICP: LAL047180			no	1	
	ICP: LA0047180 E	5	4	no	1	
	RCR: LAD985197862			no		
SLIDELL STARTER 342 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003274386	RCR: LAD051024495			no		
SLIDELL SUPPORT FACILITY 100 STONE RD SLIDELL, LA 70458 FRS ID: 110022526104	RCR: LAR000058164			no		
SLIDELL TRACTOR CO 2766 FRONT ST SLIDELL, LA 70458 FRS ID: 110003276375	RCR: LAD064634801			no		
SLIDELL TRUCK & TRAILER SHORTCUT RD 190 E 1 M E SLIDELL, LA 70458 FRS ID: 110006022507	RCR: LAD981599905			no		
SLIDELL TRUCK WASH LLC 1682 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110039180766	ICP: LAG750742		n/a	n/a		
SNOLICIOUS SNOWBALLS CHINCHAS CREEK DUPLEXES SLIDELL, LA 70461 FRS ID: 110037493147	ICP: LAG532679		n/a	n/a		
SOUTH CENTRAL BELL DANEY STREET SLIDELL, LA 70458 FRS ID: 110009014182	ICP: LAG530501		n/a	n/a		
SOUTH SEAS CHINESE RESTAURANT 1714 HWY 190 WEST SLIDELL, LA 70460 FRS ID: 110006746673	ICP: LAG530987 E	1	n/a	n/a	1	
	ICP: LAU009020	1	n/a	n/a	1	
SOUTH SLIDELL MEDICAL CTR 4031 PONTCHARTRAIN SLIDELL, LA 70458 FRS ID: 110003289995	RCR: LAD981512585			no		
SOUTHERN COATINGS INCORPORATED 2447 COVINGTON HIGHWAY SLIDELL, LA 70460 FRS ID: 110002454745	AFS: 2210300011		n/a	n/a		
	RCR: LAD057114514			no		
SOUTHERN MANOR MHP 60375 N. MILITARY ROAD SLIDELL, LA 70461 FRS ID: 110011168146	ICP: LAG570053		n/a	n/a	1	
SOUTHERN PLASTICS OF LA CORP CAMP VILLERE RD & SOUTH ST SLIDELL, LA 70460 FRS ID: 110008391105	RCR: LAD985200898			no		
SOUTHERN SHIPBUILDING 999 CANULETTE RD SLIDELL, LA 70458 FRS ID: 110003318570	RCR: LAD985186519			no		
SOUTHERN TRUCK & AUTO RPR HWY 11 N & NORTH AVE SLIDELL, LA 70458 FRS ID: 110008388887	RCR: LAD981906514			no		
SOUTHERN TWISTER INC 1350 BROWNSWITCH RD SLIDELL, LA 70460 FRS ID: 110003346120	RCR: LAD985229434			no		
SOUTHWEST ENGINEERS 39478 HIGHWAY 90 EAST SLIDELL, LA 70458	ICP: LA0101648	1	n/a	n/a	1	

FRS ID: 110006807839						
SOVEREIGN GRACE FELLOWHIP 2021 GAUSE BLVD. EAST SLIDELL, LA 70461 FRS ID: 110029525841	ICP: LAG532215		n/a	n/a		
SPEEDEE OIL CHANGE 647 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003263584	RCR: LA0000917930			no		
SPIEHLERS SVC 2557 CAREY ST SLIDELL, LA 70458 FRS ID: 110003272164	RCR: LAD034510321			no		
ST GENEVIEVE CATHOLIC CHURCH SLIDELL, LA 70460 FRS ID: 110037489982	ICP: LAG532800	1	n/a	n/a		
ST JOE BRICK WORKS HWY 11 NORTH OF SLIDELL, LA 70458 FRS ID: 110007296773	AFS: 2210300002		n/a	n/a		
ST TAMMANY PAR MOSQ CNTRL 2800 TERRACE AVE SLIDELL, LA 70458 FRS ID: 110003280128	RCR: LAD088923230			no		
ST TAMMANY PARISH CROSS GATES STF SLIDELL, LA 70461 FRS ID: 110009057858	ICP: LA0048941 E	4	4	D	1	
ST TAMMANY PH POLICE JURY NEAR SLIDELL SLIDELL, LA 00000 FRS ID: 110009932270	ICP: LAG530650 E		n/a	n/a		
ST. JOE STP CORNER OF ST. JOE RD & SLIDELL, LA 70000 FRS ID: 110016682650	ICP: LAG570238 E		n/a	n/a		1
ST. TAMMANY FED CREDIT UNION 862 BROWNSWITCH RD. SLIDELL, LA 70458 FRS ID: 110013741031	ICP: LAG531343		n/a	n/a	1	
STANDARD COLLISION 38189 COMMERCIAL CT SLIDELL, LA 70458 FRS ID: 110013289217	RCR: LAR000049635			no		
STANDARD MATLS INC -READY MIX 100 W PENNSYLVANIA SLIDELL, LA 70459 FRS ID: 110003357821	RCR: LAR000020545			no		
STANDARD METALS 100 W MICHIGAN AVE SLIDELL, LA 70458 FRS ID: 110007296808	AFS: 2210300019		n/a	n/a		
STAR ENT 1540 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003325036	RCR: LAD985197029			no		
STAR ENT HWY 190 & NORTHSIDE SLIDELL, LA 70458 FRS ID: 110008391702	RCR: LAD985209808			no		
STEVES AUTOMOTIVE 1222 FREMAUX BLDG D SLIDELL, LA 70458 FRS ID: 110003360559	RCR: LAR000026278			no		
STUARD NISSAN 400 GARRETT RD SLIDELL, LA 70458 FRS ID: 110003289469	RCR: LAD981156599			no		
SUMMIT BLVD SEWER FREMAUX AVE. & W-14 CANAL SLIDELL, LA 70000 FRS ID: 110038515853	ICP: LAR10F637		n/a	n/a		
SUMMIT FREMAUX FREMAUX AVE. & W14 SLIDELL, LA 70000 FRS ID: 110037491318	ICP: LAR10E926		n/a	n/a		
SUNBELT INNOVATIVE PLASTICS, INC.						

SLIDELL, LA 70469 FRS ID: 110025193957	ICP: LAG532036		n/a	n/a		
SUNBELT INNOVATIVE PLASTICS 60054 CAMP VILLERE ROAD SLIDELL, LA 70469 FRS ID: 110009020647	ICP: LA0090409		n/a	n/a	1	
SUNNY DAY FINANCIAL DEER CROSS IND PARK SLIDELL, LA 70461 FRS ID: 110009111718	ICP: LAG530946	2	n/a	n/a	1	
SUPERIOR CAR CARE 360 HWY 190 W SLIDELL, LA 70460 FRS ID: 110006025167	RCR: LAD985197466			no		
TALLOW CREEK NORTH OF HWY 1085, SLIDELL, LA 70461 FRS ID: 110035773605	ICP: LAR10E918		n/a	n/a		
TAMMANY EXXON 3605 PONCHARTRIAN DR. SLIDELL, LA 70458 FRS ID: 110003273500	RCR: LAD045745072			no		
TAMMANY HOLDINGS CORP I-10 & EDEN ISLES SLIDELL, LA 70461 FRS ID: 110020156917	ICP: LAR10C710		n/a	n/a	1	
TAMMANY MALL GULF SVC 3114 PONCHARTRIAN SLIDELL, LA 70458 FRS ID: 110003300455	RCR: LAD981608532			no		
TARGET STORE #1498 61121 AIRPORT RD SLIDELL, LA 70460 FRS ID: 110024435672	RCR: LAR000059642			no		
TAYLOR YACHT SVC 54519 HWY 433 SLIDELL, LA 70461 FRS ID: 110006027496	RCR: LAD985221571			no		
TECH CON SYSTEMS INC 57362 ALLEN RD SLIDELL, LA 70461 FRS ID: 110003339575	RCR: LAD985220433			no		
TECTONIC SERVICES DIVISION BAYOU LIBERTY RD 1 BLK W SLIDELL, LA 70460 FRS ID: 110008389001	RCR: LAD981911316			no		
TERMINIX NORTHSHORE SVCS 35297 HOME ESTATE DR. SLIDELL, LA 70469 FRS ID: 110030771859	ICP: LAG750602		n/a	n/a		
TESI - RIGOLETS ESTATES 5 MI SE OF SLIDELL, ON HWY 433 SLIDELL, LA 70461 FRS ID: 110008976616	ICP: LAG570093 E	2	n/a	n/a		
TEXTRON MARINE & LAND SYSTEMS SLIDELL/OPERATION/WAREHOUSE SLIDELL, LA 70461 FRS ID: 110020842631	ICP: LAG480493		n/a	n/a	1	
TEXTRON MARINE & LAND SYSTEMS SLIDELL ENGINEERING OFFICE SLIDELL, LA 70458 FRS ID: 110024567146	ICP: LAG531992		n/a	n/a		
TEXTRON MARINE & LAND SYSTEMS INC 2585 FRONT ST SLIDELL, LA 70458 FRS ID: 110020742204	RCR: LAR000056820	1		no		
THE HOME DEPOT #0365 143 NORTH SHORE BLVD SLIDELL, LA 70460 FRS ID: 110003368338	RCR: LAR000043265			no		
THE LION'S DEN KARATE ACADEMY SLIDELL, LA 70461 FRS ID: 110024464612	ICP: LAG531940		n/a	n/a		
THE SHIRT SCENE 101 BARBARA LN SLIDELL, LA 70458 FRS ID: 110003317820	RCR: LAD985185545			no		
THE SURGERY SUITE						

103 MEDICAL CNTR DR SLIDELL, LA 70461 FRS ID: 110003290000	RCR: LAD981512601			no		
THE UPPER ROOM BIBLE CHURCH SLIDELL, LA 70458 FRS ID: 110037490266	ICP: LAG532833		n/a	n/a		
THOMAS PUMP & MACHINERY 120 INDUSTRIAL DR SLIDELL, LA 70460 FRS ID: 110003355191	RCR: LAR000015768			no		
THOMPSON PACKERS INC.(22-103-6E001) 550 CARNATION SLIDELL, LA 70461 FRS ID: 110037249572	AFS: 221036E001	1	n/a	n/a		
THOMPSON ROAD BAPTIST CHURCH SLIDELL, LA 70458 FRS ID: 110027857415	ICP: LAG532165		n/a	n/a		
THOMPSON ROAD GROCERY STORE SLIDELL, LA 70458 FRS ID: 110037490202	ICP: LAG532825		n/a	n/a		
TIMBER RIDGE AND THE TRACE SUBDIVISION 1/2 MI SW OF LA 433 & US 190 SLIDELL, LA 70460 FRS ID: 110011167842	ICP: LAG570109		n/a	n/a	1	
TIRE KINGDOM #203 2220 E GAUSE BLVD SLIDELL, LA 70461 FRS ID: 110018893526	RCR: LAR000055863			no		
TIRE TOWN TEAM 2 627 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003281449	RCR: LAD096950654			no		
TOWN OF SLIDELL PO BOX 828 SLIDELL, LA 70459 FRS ID: 110014392442	ICP: LAR041015		n/a	n/a	1	
TRACTOR CNTR INC I10 SVC RD W .5 M N HWY 190 SLIDELL, LA 70459 FRS ID: 110006025791	RCR: LAD985204015			no		
TUFF EQUIP RENTALS INC 757 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003325731	RCR: LAD985197896			no		
TULANE ORTHOPAEDIC CLINIC SLIDELL 1045 FLORIDA AVE SLIDELL, LA 70458 FRS ID: 110003306048	RCR: LAD981914229			no		
TURTLE CREEK RETENTION POND @ CROSS CREEK DR. & SLIDELL, LA 70458 FRS ID: 110028274427	ICP: LAR10D806		n/a	n/a		
TYCER SHELL INC 853 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003292384	RCR: LAD981520182			no		
TYMELESS FLOORING, INC. 1345 W. GAUSE BLVD. SLIDELL, LA 70460 FRS ID: 110012807917	ICP: LAG531318		n/a	n/a	1	
U HAUL 74773 1685 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003330084	RCR: LAD985204130			no		
U.S. FISH & WILDLIFE SERVICE 1010 GAUSE BLVD. SLIDELL, LA 70458 FRS ID: 110013345353	ICP: LAG531332	1	n/a	n/a	1	
UNFORGETTABLE PETS 56324 FRANK PINCHON SLIDELL, LA 70458 FRS ID: 110014438714	AFS: 2210300063		n/a	n/a		
UNFORGETTABLE PETS 56324 FRANK PICHON RD SLIDELL, LA 70458	ICP: LAG531513		n/a	n/a	1	

FRS ID: 110015977530						
UNISERVICE AMERICAS INC 57174 HARDIN RD SLIDELL, LA 70461 FRS ID: 110010722067	ICP: LAG531559		n/a	n/a	1	
UNITED MEDICAL CARE_WALK IN CLINIC SLIDELL, LA 70460 FRS ID: 110025194162	ICP: LAG532037		n/a	n/a		
US ARMY CENTER 141 PRODUCTION SLIDELL, LA 70460 FRS ID: 110003265369	RCR: LA3210499973			no		
USBI COMPANY HWY 190 E AT SHAMROCK DR SLIDELL, LA 70461 FRS ID: 110008392060	RCR: LAD985215425			no		
VALUE TRAVEL INN 58506 YAUPON DRIVE SLIDELL, LA 70461 FRS ID: 110006647593	ICP: LAG540392	1	n/a	n/a	1	
VANGUARD SALON SYSTEMG 56721 DWYER ST SLIDELL, LA 70458 FRS ID: 110011180907	ICP: LAG530338		n/a	n/a		
VERAS CLNRS 3003 PONTCHARTRAIN DR SLIDELL, LA 70458 FRS ID: 110003280789	RCR: LAD093540433			no		
VERAS VALET 1975 E GAUSE RD SLIDELL, LA 70461 FRS ID: 110003310532	RCR: LAD982552051			no		
VESTCO TENNIS COURTS INC LOTS 1 & 2 SQ 15 SLIDELL, LA 70459 FRS ID: 110009932234	ICP: LAG530706		n/a	n/a		
VGB, INC. TOYOTA OF SLIDELL SLIDELL, LA 70458 FRS ID: 110008991859	ICP: LAG470060 E		n/a	n/a		
VIC'S TRAILER PARK 39227 HWY 190 E SLIDELL, LA 70461 FRS ID: 110011171169	ICP: LAG540772		n/a	n/a		
W.D. MITCHELL & ASSOC 36191 SLOAT RD SLIDELL, LA 70460 FRS ID: 110015818613	ICP: LAR05N504		n/a	n/a	1	
	RCR: LAR000052951	1		no		
WADLEIGH & ASSOCIATES, INC. 37363 BROWNS VILLAGE ROAD SLIDELL, LA 70459 FRS ID: 110013337415	ICP: LAG531320 E		n/a	n/a	1	
WADLEIGH INDUSTRIES INC 37015 BROWNS VILLAGE RD SLIDELL, LA 70460 FRS ID: 110003365796	RCR: LAR000036574			no		
WADLEIGH INDUSTRIES INC - OFFSHORE EQUIP 37015 BROWN'S VILLAGE RD SLIDELL, LA 70459 FRS ID: 110013389724	AFS: 2210300053		n/a	n/a		
WADLEIGH OFFSHORE CO INC NEAR SLIDELL, 1 MILE WES OF SLIDELL, LA 70460 FRS ID: 110009920407	ICP: LA0109495	1	n/a	n/a	1	
WALMART INC 060553 155 S GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003283731	RCR: LAD122618226			no		
WALMART STORE 553 870 I 10 SVC RD SLIDELL, LA 70458 FRS ID: 110009584761	RCR: LAR000041004			no		
WALMART SUPERCENTER #2665 167 NORTHSHORE BLVD SLIDELL, LA 70460 FRS ID: 110003367080	RCR: LAR000040915			no		
WALMART SUPERCENTER #553						

39142 NATCHEZ DR SLIDELL, LA 70461 FRS ID: 110020123187	RCR: LAR000056150			no		
WASTE MANAGEMENT OF LA 1.5 MILE WEST OF LA443 & US190 SLIDELL, LA 70460 FRS ID: 110009697300	ICP: LA0078778 E		n/a	n/a	1	
WASTE MGMT INC ST TAMMANY WASH PARISH HWY 190 W & CENTENIAL BLVD SLIDELL, LA 70469 FRS ID: 110008386200	RCR: LAD981512007			no		
WEST BEND TRAILER PARK 32491 BAYOU PAQUET SLIDELL, LA 70460 FRS ID: 110011170669	ICP: LAG540787 E		n/a	n/a		
WESTERN AUTO 65250 1310 GAUSE BLVD SLIDELL, LA 70458 FRS ID: 110003335221	RCR: LAD985211671			no		
WESTERN SLIDELL LLC 250 STRAWBERRY ROAD SLIDELL, LA 70459 FRS ID: 110002342395	ICP: LA0096334 E		n/a	n/a	1	
WHISPERING VINES 1827 OLD SPANISH TRAIL SLIDELL, LA 70458 FRS ID: 110003295103	RCR: LAD981585953			no		
WILLIAM DILLMAN (CONTRACTOR) COMMERCIAL COURT, LOT #3 SLIDELL, LA 70458 FRS ID: 110009014477	ICP: LAG530695		n/a	n/a		
WILLIAM L BUFFAT MD APMC 1922 CORPORATE SQ BLVD STE D SLIDELL, LA 70458 FRS ID: 110003306066	RCR: LAD981914245			no		
WINDWARD INC 57350 ALLEN RD SLIDELL, LA 70461 FRS ID: 110017778350	RCR: LAR000055012			no		
WINN DIXIE 1502 2985 GAUSE BLVD E SLIDELL, LA 70461 FRS ID: 110003354995	RCR: LAR000015511			no		
1453 LINDBERG OFFICE BLDG 1452 W. LINDBERG DRIVE SLIDELL, LA 70458 FRS ID: 110027253745	ICP: LAG532108		n/a	n/a		
2000 OAK HARBOR BLVD, LLC 2000 OAK HARBOR BLVD SLIDELL, LA 70459 FRS ID: 110011177528	ICP: LAG530809		n/a	n/a	1	
2315 HIGHWAY 190 BUILDING 2315 HWY 190 SLIDELL, LA 70458 FRS ID: 110037490195	ICP: LAG532824		n/a	n/a		
2317 HWY 190 BLDG 2317 HWY 190 SLIDELL, LA 70460 FRS ID: 110037492077	ICP: LAG532860		n/a	n/a		
	ICP: LAU005903	1	n/a	n/a		
2319 HWY 190 BLDG 2319 HWY 190 SLIDELL, LA 70460 FRS ID: 110037492086	ICP: LAG532861		n/a	n/a		
	ICP: LAU005902	1	n/a	n/a		

Download

Report Generated on 10/14/2009

Search Criteria

Facility Characteristics

Major(AFS,PCS,and RCRA) | Active/Operating: Y

Geographic Location

State/City: LA/SLIDELL

return to top

Notes:

-Chemical releases reported by TRI are not associated with non-compliance for that facility.

-The Demographics data (Percent Minority and Population Density) are displayed on the first row in each facilities data table.

This data is not specific to that permit but to the whole facility.

Definitions:

AFS- Air Facility System for Clean Air Act programs.

FRS- Facility Registry System.

PCS- Permit Compliance System for Clean Water Act programs monitoring National Pollutant Discharge Elimination System (NPDES) permits.

RCRA- Resource Conservation and Recovery Act waste handler database (RCRAInfo).

TRI- Toxics Release Inventory for Emergency Planning and Community Right-to-Know Act, Section 313 submissions.

ICIS- Integrated Compliance Information System

region_code=&program_search=1&report=1&page_no=1&output_sql_switch=TRUE&database_type=CERCLIS

Last Updated on Wednesday, June 23, 2010

Superfund (CERCLIS)

You are here: EPA Home Envirofacts CERCLIS Query Results

Query Results

Report an Error

CERCLIS **Consolidated facility information (from multiple EPA systems) was searched to select facilities**

City Name: Mandeville
State Abbreviation: LA

Results are based on data extracted on MAY-12-2010

Total Number of Facilities Displayed: 0

Beginning with&city_name=Lacombe&county_name=&state_code=LA&epa_region_code=&program_search=1&report=1&page_no=1&output_sql_switch=TRUE&database_type=CERCLIS

Superfund (CERCLIS)

Last Updated on Wednesday, June 23, 2010

You are here: EPA Home Envirofacts CERCLIS Query Results

Query Results

Report an Error

CERCLIS **Consolidated facility information (from multiple EPA systems) was searched to select facilities**

City Name: Lacombe
State Abbreviation: LA

Results are based on data extracted on MAY-12-2010

Note: Click on the underlined CORPORATE LINK value for links to that company's environmental web pages.
Click on the underlined MAPPING INFO value to obtain mapping information for the facility.
Click on the underlined CERCLIS_EPA_ID value to view a detailed report for the facility.
Click on the underlined RECORD OF DECISION value for a RODS Site Report.
Click on the underlined "View Facility Information" link to view EPA Facility information for the facility.
Click on the underlined "Code/Descriptions" link to view OWNERSHIP codes and descriptions.

Go To Bottom Of The Page

Facility Information

CERCLIS EPA ID	Facility Information	SITE NAME	ADDRESS	COUNTY	SITE SMSA	FEDERAL FACILITY	NPL STATUS	CORPORATE LINK	MAPPING INFO	RECORD OF DECISION (ROD) INFO	EPA REGIONAL LINK	LATITUDE	LONGITU
LAD985207182	View Facility Information	BALEHI MARINE INC	28469 BALEHI RD LACOMBE, LA 70445	ST TAMMANY		N	Not on the NPL	No	MAP	No	No		

Go To Top Of The Page

Total Number of Facilities Displayed: 1

Facility Registry System (FRS)

You are here: EPA Home Envirofacts FRS Report

Facility Detail Report

Report an Error

BALEHI MARINE INC

28469 BALEHI RD
LACOMBE, LA 70445
EPA Registry Id: 110003332162

Legend

- Selected Facility
- EPA Facility of Interest
- State/Tribe Facility of Interest

The facility locations displayed come from the FRS Spatial Coordinates tables. They are the best representative locations for the displayed facilities based on the accuracy of the collection method and quality assurance checks performed against each location. The North American Datum of 1983 is used to display all coordinates.

Environmental Interests

Information System	Information System ID	Environmental Interest Type	Data Source	Last Updated Date	Supplemental Environmental Interests:
AIR FACILITY SYSTEM	2210300035	AIR MINOR (ACTIVE)	AIRS/AFS	03/31/2008	
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY INFORMATION SYSTEM	LAD985207182	SUPERFUND	CERCLIS		
LOUISIANA - TOOLS FOR ENVIRONMENTAL MANAGEMENT AND PROTECTION ORGANIZATIONS	16922	STATE MASTER	LA-TEMPO		
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM	LAD985207182	SQG (ACTIVE)	NOTIFICATION (RCRA)	09/02/2000	

Additional EPA Reports: MyEnvironment Enforcement and Compliance Site Demographics Watershed Report

Standard Industrial Classification Codes (SIC)

Data Source	SIC Code	Description	Primary
AIRS/AFS	3731	SHIP BUILDING AND REPAIRING	

National Industry Classification System Codes (NAICS)

No NAICS Codes returned.

Facility Codes and Flags

EPA Region:	06
Duns Number:	075083667
Congressional District Number:	01
Legislative District Number:	SE
HUC Code/Watershed:	08090201 / LIBERTY BAYOU-TCHEFUNCTA
US Mexico Border Indicator:	NO
Federal Facility:	NO
Tribal Land:	NO

Facility Mailing Addresses

Affiliation Type	Delivery Point	City Name	State	Postal Code	Information System
OWNER	28469 BALEHI RD	LACOMBE	LA	70445	RCRAINFO
FACILITY MAILING ADDRESS	28469 BALEHI RD	LACOMBE	LA	70445	RCRAINFO
FACILITY MAILING ADDRESS	28469 BALEHI ROAD	LACOMBE	LA	70445	AIRS/AFS
REGULATORY CONTACT	28469 BALEHI RD	LACOMBE	LA	70445	RCRAINFO

Alternative Names

Alternative Name	Source of Data
BALEHI MARINE INC	AIRS/AFS
BALEHI MARINE INN.	CERCLIS
FRANK LORIA	AIRS/AFS

Contacts

Affiliation Type	Full Name	Office Phone	Information System	Mailing Address
REGULATORY CONTACT	DAVID LEVY	9858825586	RCRAINFO	View

Organizations

Affiliation Type	Name	DUNS Number	Information System	Mailing Address
OWNER	DAVID LEVY		RCRAINFO	View

...With&city_name=Slidell&county_name=&state_code=LA&epa_region_code=&program_search=1&report=1&page_no=1&output_sql_switch=TRUE&database_type=CERCLIS

Superfund (CERCLIS)

Query Results

Report an Error

CERCLIS **Consolidated facility information (from multiple EPA systems) was searched to select facilities**

City Name: Slidell
State Abbreviation: LA

Results are based on data extracted on MAY-12-2010

Note: Click on the underlined CORPORATE LINK value for links to that company's environmental web pages.
Click on the underlined MAPPING INFO value to obtain mapping information for the facility.
Click on the underlined CERCLIS_EPA_ID value to view a detailed report for the facility.
Click on the underlined RECORD OF DECISION value for a RODS Site Report.
Click on the underlined "View Facility Information" link to view EPA Facility information for the facility.
Click on the underlined "Code/Descriptions" link to view OWNERSHIP codes and descriptions.

Go To Bottom Of The Page

Facility Information

CERCLIS EPA ID	Facility Information	SITE NAME	ADDRESS	COUNTY	SITE SMSA	FEDERAL FACILITY	NPL STATUS	CORPORATE LINK	MAPPING INFO	RECORD OF DECISION (ROD) INFO	EPA REGIONAL LINK	LATITUDE	L
LAD980745632	View Facility Information	BAYOU BONFOUCA SUPERFUND SITE	425 W HALL AVE SLIDELL, LA 70458	SAINT TAMMANY	5560	N	Currently on the Final NPL	No	MAP	No	No	30.28221	
LAN000606563	View Facility Information	SLIDELL AREA HOUSE	59326 HARRISON RD SLIDELL, LA 70460	ST. TAMMANY		N	Not on the NPL	No	MAP	No	No		
LAN000606784	View Facility Information	SLIDELL MERCURY	149 TERRY DRIVE SLIDELL, LA 70458	SAINT TAMMANY		N	Not on the NPL	No	MAP	No	No		
LAD008149015	View Facility Information	SOUTHERN SHIPBUILDING	999 CANULETTE RD SLIDELL, LA 70458	SAINT TAMMANY	5560	N	Deleted from the Final NPL	No	MAP	No	No	30.2725	

Go To Top Of The Page

Total Number of Facilities Displayed: 4

Facility Registry System (FRS)

You are here: EPA Home Envirofacts FRS Report

Facility Detail Report

Report an Error

BAYOU BONFOUCA SUPERFUND SITE

425 W HALL AVE
SLIDELL, LA 70458
EPA Registry Id: 110003286792

Legend

- ★ Selected Facility
- ■ EPA Facility of Interest
- □ State/Tribe Facility of Interest

The facility locations displayed come from the FRS Spatial Coordinates tables. They are the best representative locations for the displayed facilities based on the accuracy of the collection method and quality assurance checks performed against each location. The North American Datum of 1983 is used to display all coordinates.

Environmental Interests

Information System	Information System ID	Environmental Interest Type	Data Source	Last Updated Date	Supplemental Environmental Interests:
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY INFORMATION SYSTEM	LAD980745632	SUPERFUND NPL	CERCLIS		
INTEGRATED COMPLIANCE INFORMATION SYSTEM	20454	FORMAL ENFORCEMENT ACTION	ICIS	02/09/2000	**ICIS**-06-1995-0422 FORMAL ENFORCEMENT ACTION
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM	LAD980745632	UNSPECIFIED UNIVERSE (INACTIVE)	RCRAINFO	09/02/2000	

Additional EPA Reports: MyEnvironment Enforcement and Compliance Cleanups in My Community Site Demographics Watershed Report

Standard Industrial Classification Codes (SIC)

Data Source	SIC Code	Description	Primary
ICIS	9999	NONCLASSIFIABLE ESTABLISHMENTS	

National Industry Classification System Codes (NAICS)

No NAICS Codes returned.

Facility Codes and Flags

EPA Region:	06
Duns Number:	
Congressional District Number:	01
Legislative District Number:	SE
HUC Code/Watershed:	08090201 / LIBERTY BAYOU-TCHEFUNCTA
US Mexico Border Indicator:	NO
Federal Facility:	NO
Tribal Land:	NO

Facility Mailing Addresses

Affiliation Type	Delivery Point	City Name	State	Postal Code	Information System
REGULATORY CONTACT	1445 ROSS AVE STE 1200 6HSA	DALLAS	TX	752022733	RCRAINFO
COMMUNITY INVOLVEMENT COORDINATOR	1445 ROSS AVENUE	DALLAS	TX	752022733	CERCLIS
OWNER	1445 ROSS AVE STE 1200 6HSA	DALLAS	TX	752022733	RCRAINFO
FACILITY MAILING ADDRESS	1445 ROSS AVE STE 1200 6HSA	DALLAS	TX	752022733	RCRAINFO

Alternative Names

Alternative Name	Source of Data
AMERICAN CREOSOTING	CERCLIS

Contacts

Affiliation Type	Full Name	Office Phone	Information System	Mailing Address
REGULATORY CONTACT	ROBERT GRISWOLD	2146552198	RCRAINFO	View
COMMUNITY INVOLVEMENT COORDINATOR	BEVERLY NEGRI	2146658157	CERCLIS	View

Organizations

Affiliation Type	Name	DUNS Number	Information System	Mailing Address
OWNER	EPA SUPERFUND ACTION		RCRAINFO	View

Query executed on: JUN-23-2010

Facility Registry System (FRS)

You are here: EPA Home Envirofacts FRS Report

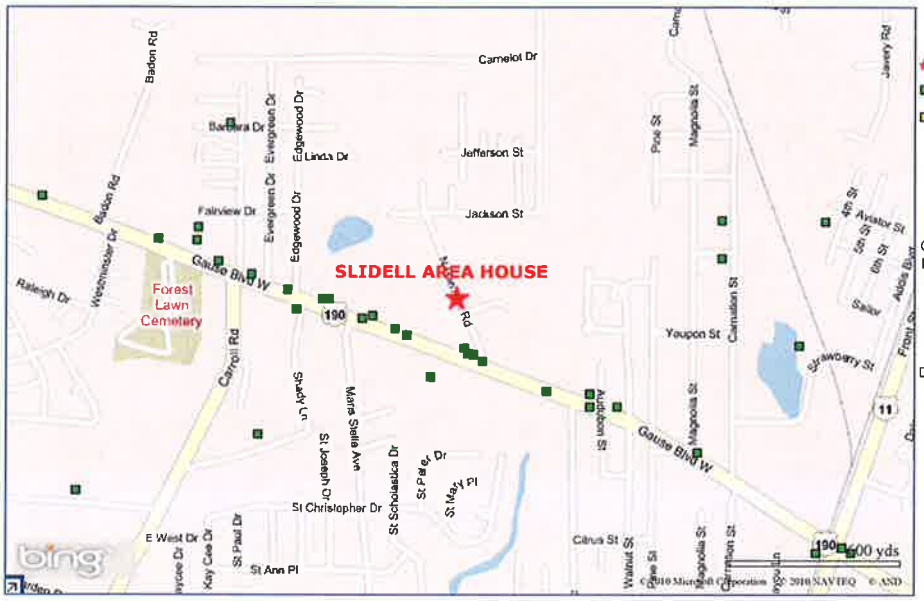
Facility Detail Report

Report an Error

FRS

SLIDELL AREA HOUSE

59326 HARRISON RD
SLIDELL, LA 70460
EPA Registry Id: 110020125675



Legend

- ★ Selected Facility
- ■ EPA Facility of Interest
- ■ State/Tribe Facility of Interest

The facility locations displayed come from the FRS Spatial Coordinates tables. They are the best representative locations for the displayed facilities based on the accuracy of the collection method and quality assurance checks performed against each location. The North American Datum of 1983 is used to display all coordinates.

Environmental Interests

Information System	Information System ID	Environmental Interest Type	Data Source	Last Updated Date	Supplemental Environmental Interests:
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY INFORMATION SYSTEM	LAN000606563	SUPERFUND	CERCLIS		

Additional EPA Reports: MyEnvironment Site Demographics Watershed Report

Standard Industrial Classification Codes (SIC)

No SIC Codes returned.

National Industry Classification System Codes (NAICS)

No NAICS Codes returned.

Facility Codes and Flags

EPA Region:	06
Duns Number:	
Congressional District Number:	
Legislative District Number:	
HUC Code/Watershed:	08090201 / LIBERTY BAYOU-TCHEFUNCTA
US Mexico Border Indicator:	NO
Federal Facility:	
Tribal Land:	NO

Facility Mailing Addresses

No Facility Mailing Addresses returned.

Contacts

No Contacts returned.

Alternative Names

No Alternative Names returned.

Organizations

No Organizations returned.

Query executed on: JUN-23-2010

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National Library of Medicine (NLM) EXIT EPA TOXMAP

Facility Registry System (FRS)

You are here: EPA Home Envirofacts FRS Report

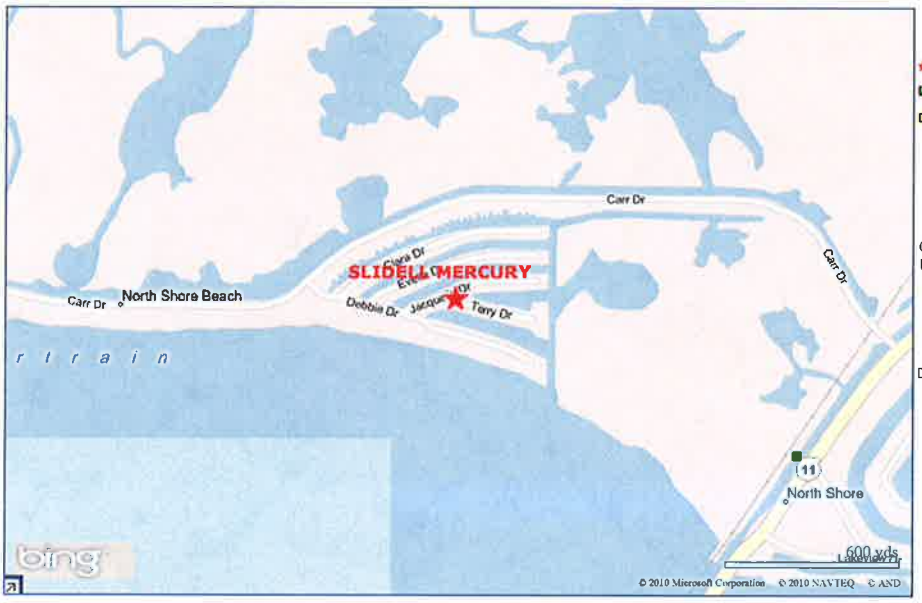
Facility Detail Report

Report an Error

FRS

SLIDELL MERCURY

149 TERRY DRIVE
SLIDELL, LA 70458
EPA Registry Id: 110030737255



Legend

- Selected Facility
- EPA Facility of Interest
- State/Tribe Facility of Interest

The facility locations displayed come from the FRS Spatial Coordinates tables. They are the best representative locations for the displayed facilities based on the accuracy of the collection method and quality assurance checks performed against each location. The North American Datum of 1983 is used to display all coordinates.

Environmental Interests

Information System	Information System ID	Environmental Interest Type	Data Source	Last Updated Date	Supplemental Environmental Interests:
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY INFORMATION SYSTEM	LAN000606784	SUPERFUND	CERCLIS		

Additional EPA Reports: MyEnvironment Site Demographics Watershed Report

Standard Industrial Classification Codes (SIC)

No SIC Codes returned.

National Industry Classification System Codes (NAICS)

No NAICS Codes returned.

Facility Codes and Flags

EPA Region:	06
Duns Number:	
Congressional District Number:	
Legislative District Number:	
HUC Code/Watershed:	08090201 / LIBERTY BAYOU-TCHEFUNCTA
US Mexico Border Indicator:	NO
Federal Facility:	
Tribal Land:	

Facility Mailing Addresses

No Facility Mailing Addresses returned.

Contacts

No Contacts returned.

Alternative Names

No Alternative Names returned.

Organizations

No Organizations returned.

Query executed on: JUN-23-2010

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National Library of Medicine (NLM) EXIT EPA TOXMAP

Facility Registry System (FRS)

You are here: EPA Home Envirofacts FRS Report

Facility Detail Report

Report an Error

FRS

SOUTHERN SHIPBUILDING

999 CANULETTE RD
SLIDELL, LA 70458
EPA Registry Id: 110003318570

Legend

- ★ Selected Facility
- ■ EPA Facility of Interest
- □ State/Tribe Facility of Interest

The facility locations displayed come from the FRS Spatial Coordinates tables. They are the best representative locations for the displayed facilities based on the accuracy of the collection method and quality assurance checks performed against each location. The North American Datum of 1983 is used to display all coordinates.

Environmental Interests

Information System	Information System ID	Environmental Interest Type	Data Source	Last Updated Date	Supplemental Environmental Interests:
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY INFORMATION SYSTEM	LAD008149015	SUPERFUND NPL	CERCLIS		
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM	LAD985186519	CESQG (ACTIVE)	NOTIFICATION (RCRA)	09/02/2000	

Additional EPA Reports: MyEnvironment Enforcement and Compliance Cleanups in My Community Site Demographics Watershed Report

Standard Industrial Classification Codes (SIC)

No SIC Codes returned.

National Industry Classification System Codes (NAICS)

No NAICS Codes returned.

Facility Codes and Flags

EPA Region:	06
Duns Number:	008149015
Congressional District Number:	01
Legislative District Number:	SE
HUC Code/Watershed:	08090201 / LIBERTY BAYOU-TCHEFUNCTA
US Mexico Border Indicator:	NO
Federal Facility:	NO
Tribal Land:	NO

Facility Mailing Addresses

Affiliation Type	Delivery Point	City Name	State	Postal Code	Information System
COMMUNITY INVOLVEMENT COORDINATOR	1445 ROSS AVENUE	DALLAS	TX	752022733	CERCLIS
REGULATORY CONTACT	PO BOX 1089	SLIDELL	LA	70459	RCRAINFO
FACILITY MAILING ADDRESS	PO BOX 1089	SLIDELL	LA	70459	RCRAINFO
OWNER	620 RE 7TH AVE	COVINGTON	LA	70433	RCRAINFO

Alternative Names

No Alternative Names returned.

Contacts

Affiliation Type	Full Name	Office Phone	Information System	Mailing Address
REGULATORY CONTACT	CLAUDIA SELIGMAN	5045236394	RCRAINFO	View
COMMUNITY INVOLVEMENT COORDINATOR	BEVERLY NEGRI	2146658157	CERCLIS	View

Organizations

Affiliation Type	Name	DUNS Number	Information System	Mailing Address
OWNER	ALAIN R SELIGMAN		RCRAINFO	View

Query executed on: JUN-23-2010

Additional information for CERCLIS or TRI sites:

http://www.epa.gov/earth1r6/6sf/6sf-la.htm
Last updated on Monday, October 5th, 2009.

Region 6 Superfund Program

Superfund Quick Finder

Superfund Home	Arkansas Site Summaries	Brownfields	CERCLIS	Decision Documents
Info Bulletins/Fact Sheets	File Structure Phase Activities	Five Year Reviews	Louisiana Site Summaries	NPL List
		New Mexico Site Summaries	Oklahoma Site Summaries	Outreach Guides
Prevention & Response	Public Liaison	Texas Site Summaries	More...	

Louisiana Site Status Summaries

You will need Adobe Acrobat Reader, available as a free download, to view these files. See EPA's PDF page to learn more about PDF, and for a link to the free Acrobat Reader.

Agriculture Street Landfill (PDF, 4 pp, 50K)
American Cresote Works, Inc. (Winnfield Plant)(PDF, 2 pp, 43K)
Bayou Bonfouca (PDF, 3 pp, 125K)
Bayou Sorrel (PDF, 3 pp, 107K)
Calcasieu Estuary (Formerly Bayou D'Inde) (PDF, 2 pp, 50K)
Central Wood Preserving (PDF, 2 pp, 48K)
Cleve Reber (PDF, 3 pp, 51K)
Combustion, Inc. (PDF, 4 pp, 76K)
D. L. Mud (PDF, 3 pp, 87K)
Delatte Metals (PDF, 4 pp, 91K)
Devil's Swamp Lake (PDF, 3 pp, 97K)
Dutchtown Treatment Plant (PDF, 2 pp, 39K)
Gulf Coast Vacuum Services (PDF, 3 pp, 92K)
Gulf States Utilities (PDF, 2 pp, 24K)
Highway 71/72 (Old Citgo) Refinery (PDF, 4 pp, 363K)
Lincoln Creosote (PDF, 2 pp, 40K)
Louisiana Army Ammunition Plant (PDF, 3 pp, 111K)
Madisonville Creosote Works(PDF, 3 pp, 99K)
Mallard Bay Landing Bulk Plant (PDF, 2 pp, 38K)
Marion Pressure Treating Company (PDF, 3 pp, 75K)
Old Inger Oil Refinery (PDF, 3 pp, 88K)
Pab Oil & Chemical Service, Inc. (PDF, 5 pp, 56K)
Petro-Processors of Louisiana, Inc. (PDF, 4 pp, 80K)
Ruston Foundry (PDF, 6 pp, 95K)
Southern Shipbuilding(PDF, 3 pp, 78K)

National Information

- Superfund Home
- Basic Information
- Superfund Sites Where You Live
- Contaminated Media, Human Health, & Environmental Effects
- Accomplishments & Performance Measures
- Cleanup Process
- Community Involvement
- Training & Learning Center
- Laws, Policy & Guidance
- Emergency Response
- Enforcement
- Superfund EnEspañol
- Related Links

BAYOU BONFOUCA
SLIDELL, LOUISIANA
ST. TAMMANY PARISH

2283
2008

EPA REGION 6
CONGRESSIONAL DISTRICT 01

Contact: Valmichael Leos
214-665-
Updated: December

EPA ID# LAD980745632
Site ID: 0600574

Current Status

The Louisiana Department of Environmental Quality maintains the site and performs routine monitoring of the ground water. Incineration of contaminated soils and sediments were completed on July 28, 1995. Ground water treatment began in June 1991 and continues to reduce the volume of contaminated ground water and prevent migration. Damage to some of the operating equipment resulted from hurricane Katrina in late August 2005. LDEQ and FEMA have assessed the extent of the damage and repairs are being made now. Sampling on and around the site took place in December 2005 to assess if any contaminants in the bayou were spread into neighboring areas. This sampling did not show any contamination problems on or around the site.

LDEQ in coordination with EPA conducted inspections of the Site in late September 2008 after hurricanes Gustav and Ike made landfall. Inspection results reported no damage to the facility with a temporary disruption to pumping operations at the Site.

Benefits

The cleanup detoxified over 170,000 cubic yards of contaminated sediment, treated approximately 17,600,000 gallons of contaminated ground water, and recovered about 44,500 gallons of creosote oil. A mile and a half of the Bayou was restored for aquatic life, as well as human recreational and residential use. A public boat launch was installed by the City to allow public access to this beautifully restored area.

Brasselman Corporation and EPA donated the Site property and buildings to the City of Slidell in January 1997 for future use as a city maintenance yard, sewage control facility during flood events, and possible park.

EPA contractors for subcontracting services within St. Tammany Parish spent approximately $12 Million dollars during the cleanup. Between 80 and 90% of field and office staff were locally hired, trained, and employed by EPA Contractors or sub-contractors.

National Priorities Listing (NPL) History

Site Hazard Ranking System Score: 29.78
Proposed Date: 12/30/82
Final Date: 9/08/83

Location: The site includes about 54 acres and associated Bayou sediments. It is located in Slidell, Louisiana on the north shore of Lake Ponchartrain and includes the former American Creosote Works Plant and a portion of scenic Bayou Bonfouca. The site is south of West Hall Avenue in Slidell and north of and adjacent to Bayou Bonfouca (See Site Map).

Population: Approximately 26,000 residents live in the surrounding community.

Setting: Commercial operations involving the treatment of wood products with creosote began about 1892. Numerous releases of creosote occurred during the years of operation. There were eight highly contaminated creosote areas at the site. The northern half of the site is heavily wooded. The site is bordered on the east by a drainage ditch, on the west

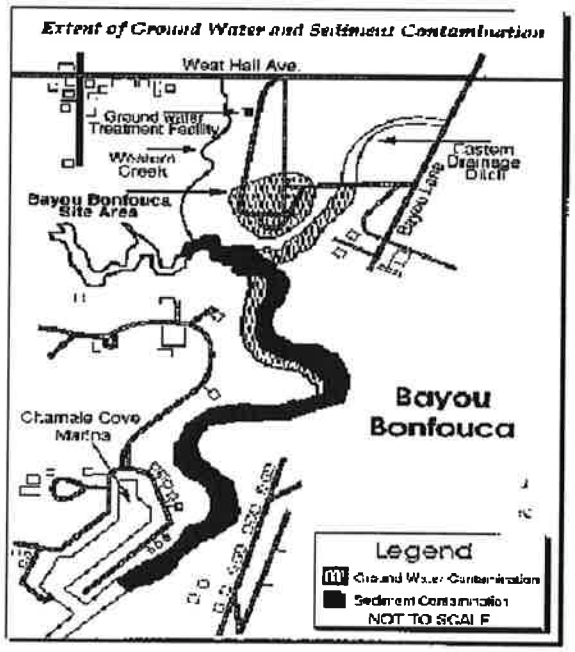
by a creek, and on the south by Bayou Bonfouca. Site-related contaminants were found in the bayou. The nearest residence to the site is approximately 400 feet across the bayou to the southwest. The nearest drinking water well is approximately 1/4 mile northeast of the site.

Hydrology: Seven stratigraphic layers were encountered in the first 60 feet to include interbedded sands, clays, and silts. Three ground water systems were encountered including a surficial aquifer, a shallow artisan aquifer at 30 feet, and a deep artisan aquifer at 60 ft. The elevation of the 100-year floodplain is 9 feet mean sea level (MSL) that would inundate the site.

Principal Pollutants

The principal pollutants at the Bayou Bonfouca Superfund site are creosote compounds and Polynuclear Aromatic Hydrocarbons (PAHs).

Site Map and Photographs



Site photographs: Before and After

Health Considerations

Approximately 1.5 miles of scenic Bayou Bonfouca were biologically sterile due to severe creosote contamination in bayou sediments and in the water column. Creosote contamination was so concentrated that it caused second-degree chemical burns to divers, injured or killed aquatic animals and waterfowl, and posed a significant hazard to recreational users.

Record of Decision (ROD)

Groundwater/Surface Water, Operable Unit 1: ROD signed March 13, 1987,
which incorporated the Source Control ROD of August 15, 1985

The remedy included:

Dredging of Bayou Bonfouca contaminated sediments;
Onsite incineration of contaminated soils and sediments; and
Extraction and treatment of contaminated ground water

An **Explanation of Significant Difference** was released February 5, 1990, to reflect significantly greater waste volumes than previous estimates resulting in remedy selection of onsite incineration of wastes after careful examination of biotreatment, underwater capping, and other alternatives.

Additional groundwater recovery wells were installed along Bayou Bonfouca starting in January 2000 and began pumping in May 2000.

Total cleanup costs were estimated at $140 million dollars.

Site Contacts

Remedial Project Manager	Valmichael Leos (EPA)	214-665-2283
State Contact	Rich Johnson (LDEQ)	225-219-3200
Community Involvement	Valmichael Leos (EPA)	214-665-2283
Attorney	James L. Turner (EPA)	214-665-3159
Public Liaison	Donn R. Walters, (EPA)	214-665-6483

MADISONVILLE CREOSOTE WORKS ST. TAMMANY PARISH LOUISIANA

EPA REGION 6
CONGRESSIONAL DISTRICT 01

Contact:
Laura Stankosky 214-665-7525

Updated: September 2009

EPA ID# LAD981522998
Site ID: 0600653

Current Status

- The Madisonville Creosote Works Superfund Site (Site) site is currently in operation & maintenance status. The Louisiana Department of Environmental Quality (LDEQ) operates the dense non-aqueous phase liquid (DNAPL) recovery trench system and performs routine monitoring. The EPA, LDEQ, and St. Tammany Parish have explored recreational reuse scenarios for future use of the property. The site is ready for limited reuse.
- The DNAPL recovery trench system continues to operate. An estimated 10,849 gallons of creosote have been recovered as of June 2009.
- The second Five-Year Review for the site was signed on February 26, 2009. The review determined that the selected remedy for the site is protective of human health and the environment. No major issues were identified during the site inspection or remedy review. The remedy will remain protective provided the DNAPL recovery trenches and the wastewater treatment plant (WWTP) are maintained, ground water monitoring data are evaluated to determine if the protection of ground water and the Upland Terrace Aquifer is occurring, security fencing around the DNAPL recovery trenches and WWTP is maintained, and access restrictions continue to be enforced.

Benefits

Remediation of the contaminated media greatly reduced the human health and ecological risks and protected drinking water supplies.

National Priorities Listing (NPL) History

Proposed Date: June 17, 1996
Final Date: December 23, 1996

Location: The Site consists of a defunct creosote wood treating facility and covers about 29 acres in Section 42, Township 7S, Range 10E, St. Tammany Parish, in southeastern Louisiana. It is adjacent to the southern side of Louisiana State Highway 22, about 3 miles west of downtown Madisonville and 1.25 miles from the Madisonville city limits. The approximate geographical center of the Site is at 30° 25'38" north latitude and 90° 11'55" west longitude as measured from the United States Geological Survey (USGS) 7.5-minute series topographic quadrangle for Madisonville, Louisiana. The address of the property is 1421 West Highway 22, Madisonville, Louisiana 70447.

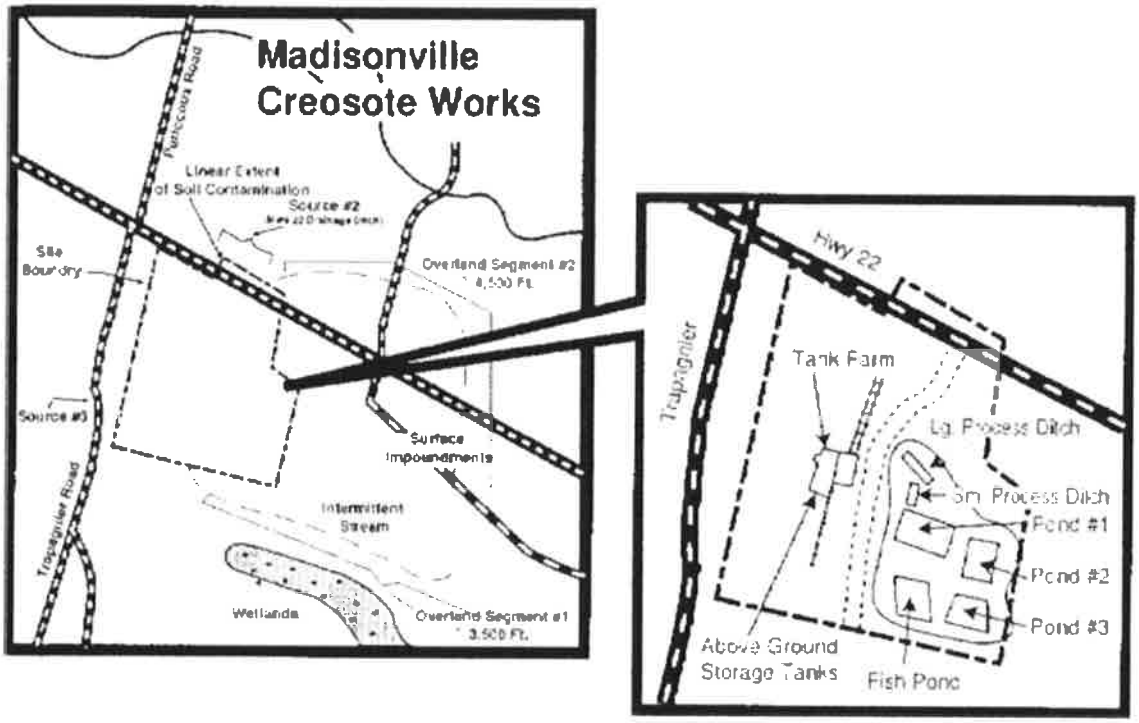
Population: 500 residents within 1 mile radius

Setting: The area surrounding the Site is predominantly rural and wooded with four residences immediately adjacent to the defunct wood treating facility. There are two unnamed

streams leading away from the facility, one to the north and the other to the south.

Principal Pollutants: Polynuclear aromatic hydrocarbons (creosote compounds).

Site Map



Health Considerations

The creosote compounds are carcinogens. To ensure a protective level of residential/recreational usage for the Site, EPA selected a numerical cleanup goal of 3 mg/kg benzo(a)pyrene (BAP) equivalents (a major creosote PAH constituent).

Record of Decision (ROD)

Soil, Sediment and DNAPL Recovery, Operable Unit 1: ROD signed August 25, 1998

The remedy included the following:

Low Temperature Thermal Desorption (LTTD) to address the principal threat wastes within the soil and steam sediment and to eliminate the source of contamination for surface water.

- Dense Non-Aqueous Phase Liquids (DNAPL) recovery trench system to contain and recover low level threat wastes within the ground water;

- Institutional controls to ensure that future individuals will not be exposed to remaining low level Site contaminants during its containment and recovery; and,

- Ground Water monitoring to ensure the effectiveness of the cleanup remedy.

The cleanup was completed in May 2000. A total of 371 tons of creosote sludge and 9,512 gallons of creosote sludge and liquid were removed. A total of 131,000 tons of contaminated soil and sediment from the site and adjacent stream were excavated, thermally treated, and placed back on-site. The ROD required excavation and LTTD treatment to 3 mg/kg BAP equivalents for contaminated soil up to 2 feet below ground surface and 100 mg/kg BAP equivalents for contaminated soil between 2 to 4 feet below ground surface. The ROD also called for installation of a DNAPL recovery trench system to the creosote that leaked into the subsurface soils.

Site Contacts

EPA Remedial Project Manager:	Laura Stankosky	214-665-7525 or 800-533-3508
EPA Site Attorney:	Joseph Compton III	214-665-8506
EPA Public Liaison:	Donn R. Walters	214-665-6483 or 800-533-3508
LDEQ State Contact:	John Halk	225-219-3190

SOUTHERN SHIPBUILDING LOUISIANA

EPA ID# LAD008148015
Site ID: 0601494

EPA REGION 6

CONGRESSIONAL DISTRICT 01
St. Tammany Parish
Slidell

Contact:
Valmichael Leos 214-665-2283
Updated: June 2008

Current Status

- The site is in the operation and maintenance phase awaiting a Ready-for-Reuse proposal.
- The Louisiana Department of Environmental Quality (LDEQ) and the site owner maintain the site.
- The landfill cap is inspected once every year and the remedy is evaluated every five years.
- Discussions on reuse are being conducted between the city of Slidell and the current owner.
- EPA and LDEQ assessed the impact of hurricane Katrina on this site; samples were collected at the site on September 30, 2005. Based on this assessment, it appears that the remedy for the Southern Shipbuilding site was not adversely affected by storm surge and flooding. The site owner is currently addressing fence repairs and clearing & grubbing maintenance issues.
- The second Five-Year Review Report was completed in September 2005, and the tenth annual inspection was completed in July 2007. Annual inspections are planned to continue until the third or 2010 five-year review is complete. The eleventh annual inspection report is scheduled for completion on September 30, 2008 and will address the site's short-term protectiveness of public health and the environment.

Benefits

- Incineration of 67,000 cubic yards of contaminated soils and sludges eliminated the potential for human or ecological exposure.
- Capping the landfill eliminated potential exposures and releases to the environment.
- The cleanup allows the return of the property to redevelopment opportunities.

National Priorities Listing (NPL) History

Site Hazard Ranking System Score: 50.00
Proposed Date: 2/13/95
Final Date: 5/26/95
Deleted Date: 6/16/98

Site Description

Location: The site is a former barge cleaning, building, docking and repair facility located within St. Tammany Parish, in the city of Slidell, Louisiana. The site is located on approximately 55.8 acres at 999 Canulette Road, just down stream of the State Highway 433 Bridge and adjacent to Bayou Bonfouca, approximately 1.5 miles downstream of the Bayou Bonfouca Superfund site.

Population: Approximately 26,000 residents live in the surrounding community.

Setting: Bayou Bonfouca borders the site from the north and east, on the south by Canulette Road and on the west by Bonfouca Road. The nearest residence to the site is approximately 400 feet to the southwest. The nearest drinking water well is approximately ¼ mile southwest of

the site. Contaminants from the site were found in Bayou Bonfouca.

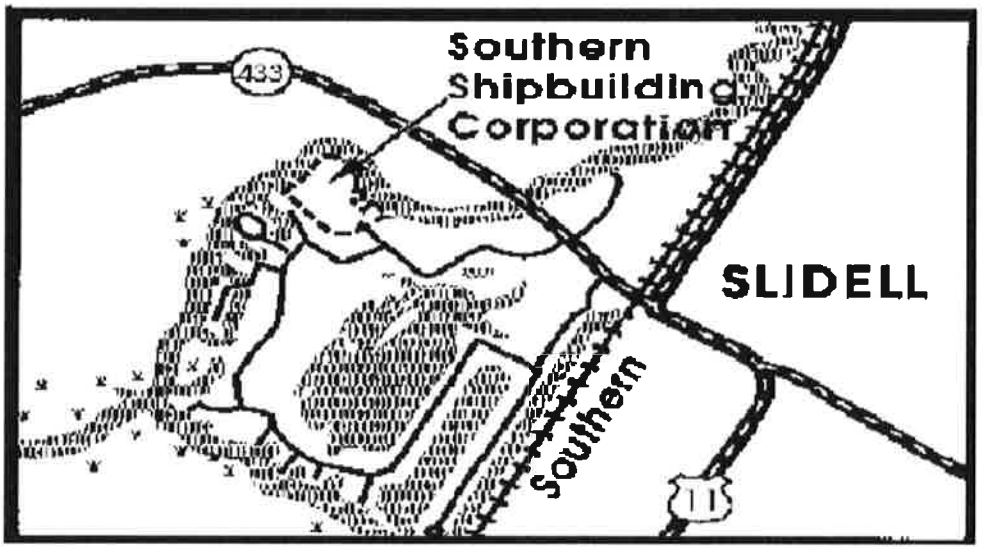
Photos: 1994-1996

Hydrology: A shallow groundwater zone was contaminated by the site impoundments and moved toward the bayou in a northwest direction. A uniform clay layer separates the shallow zone from a deeper water-bearing unit referred to as the upper confined aquifer, which is not being contaminated by the impoundments. The flow in this unit is toward the south.

Wastes and Volumes

- PITS- 35,000 cubic yards of sludges contaminated with polycyclic aromatic hydrocarbons (PAH's) were in several pits and lagoons, comprising about 8 acres.
- GRAVING DOCK - Sediment contained tri-butyl-tin (estimated 3,000 cubic yards) from decades of hull repairs.
- PROPERTY - The facility had a variety of "hot spots," including: explosive/volatile paints, soils contaminated with elevated levels of metal contaminants such as lead and copper, polychlorinated biphenyls (PCB) and poly cyclic aromatic hydrocarbon (PAH) contaminated soils, and surface asbestos contamination.
- BAYOU - contamination from pits and the graving dock were released into the bayou but concentrations were below cleanup levels.

Site Map



Health Considerations

- The pits and hot spots at this site contained highly toxic materials. The property was not safe for human habitation nor was it usable for commercial enterprise. Human health threats also existed for recreational users of the Bayou.
- Historic flooding occurred in the area and residents along the Bayou complained that contaminants from the site were deposited on residential properties.

Record of Decision (ROD)

Source Control, Operable Unit 1: ROD signed July 20, 1995
No Further Action, Operable Unit 2: ROD signed September 15, 1997

The Southern Shipbuilding Superfund site remedy for OU1 included:

- Off-site incineration of pit wastes (incinerated at Bayou Bonfouca site),
- Consolidation/capping of soils on-site not addressed by incineration,
- Consolidation/capping of incinerator ash on site, and
- Removal and incineration of tributyltin-contaminated sediments from the graving dock.

Approximate Cost for OU1: $22 Million

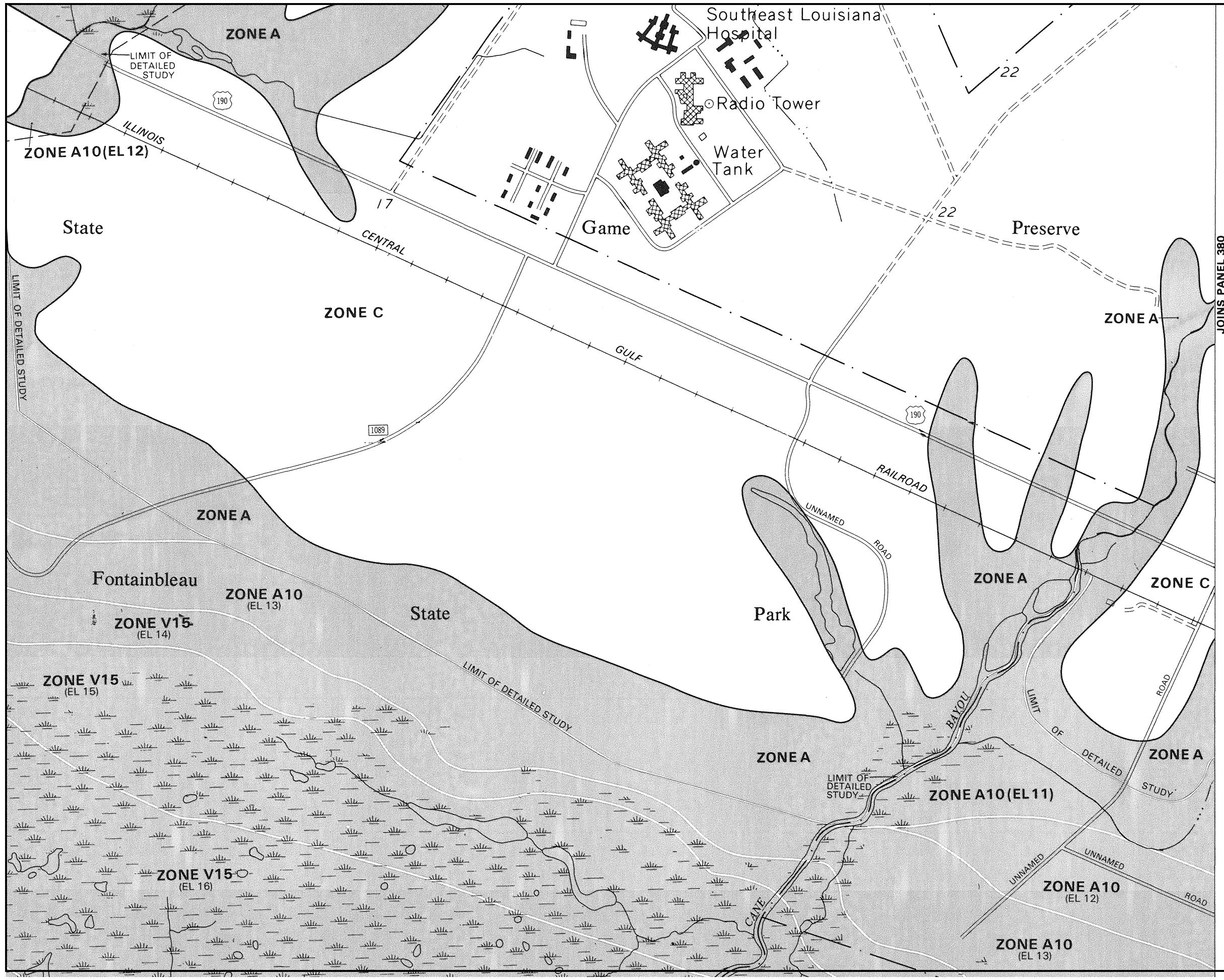
The remedy for OU2 called for No Further Federal Remedial Action since the known waste areas were addressed through extensive removal actions of site wastes.

Approximate Cost for OU2: $3 Million

Site Contacts

EPA Remedial Project Manager:	Valmichael Leos	214-665-2283
EPA Public Liaison:	Donn R. Walters	214-665-6483
EPA Site Attorney:	James L. Turner	214-665-7157
EPA Toll-Free Telephone Number:		1-800-533-3508
LDEQ Project Manager:	Rich Johnson	225-765-0463

Firm Map



APPROXIMATE SCALE

1000 0 1000 FEE

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA

(UNINCORPORATED AREAS)

PANEL 360 OF 600

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225205 0360 C

MAP REVISED:
APRIL 2, 1991

Federal Emergency Management Agency

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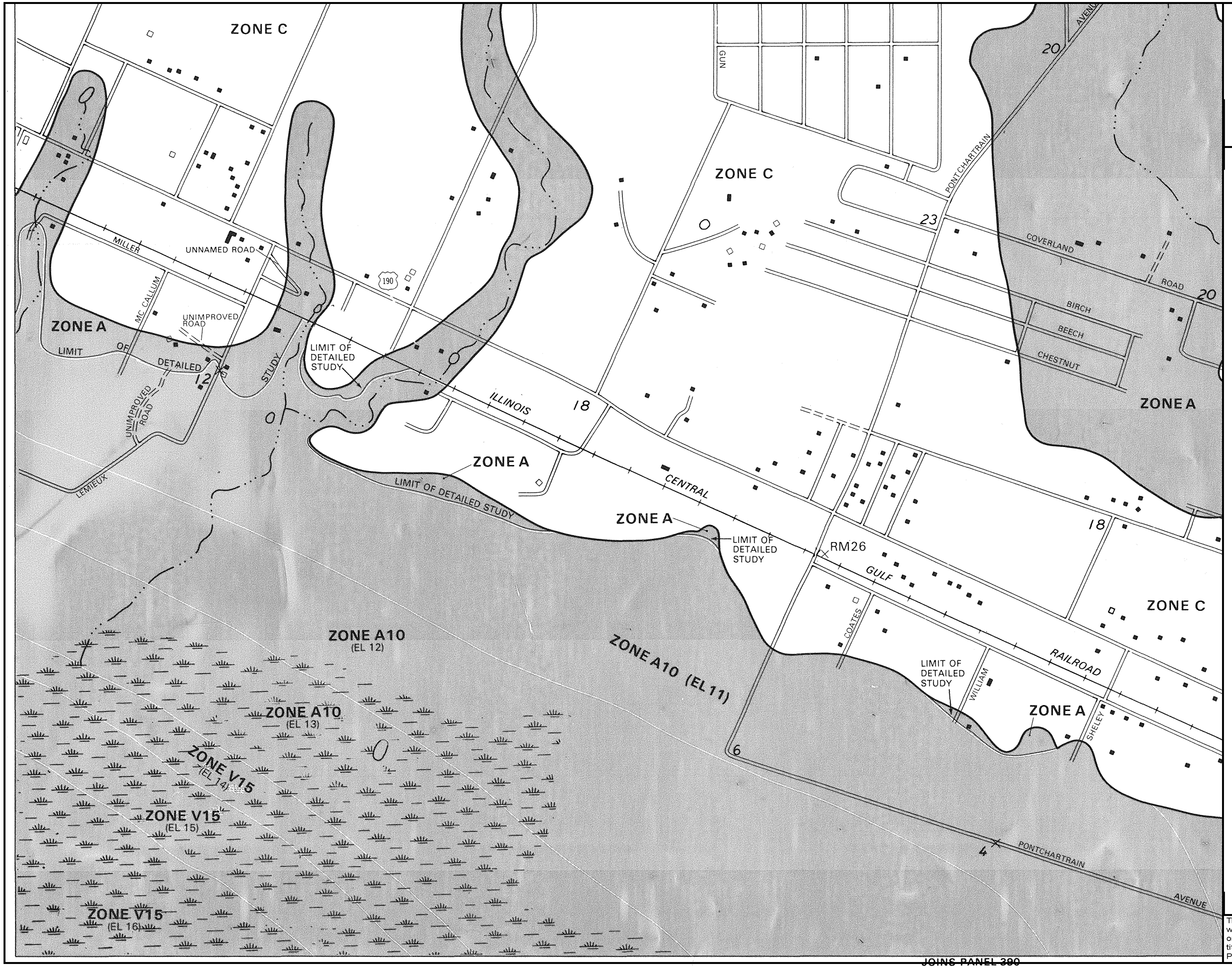

JOINS PANEL 380

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APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA

(UNINCORPORATED AREAS)

PANEL 380 OF 600

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225205 0380 C

MAP REVISED:
APRIL 2, 1991

Federal Emergency Management Agency

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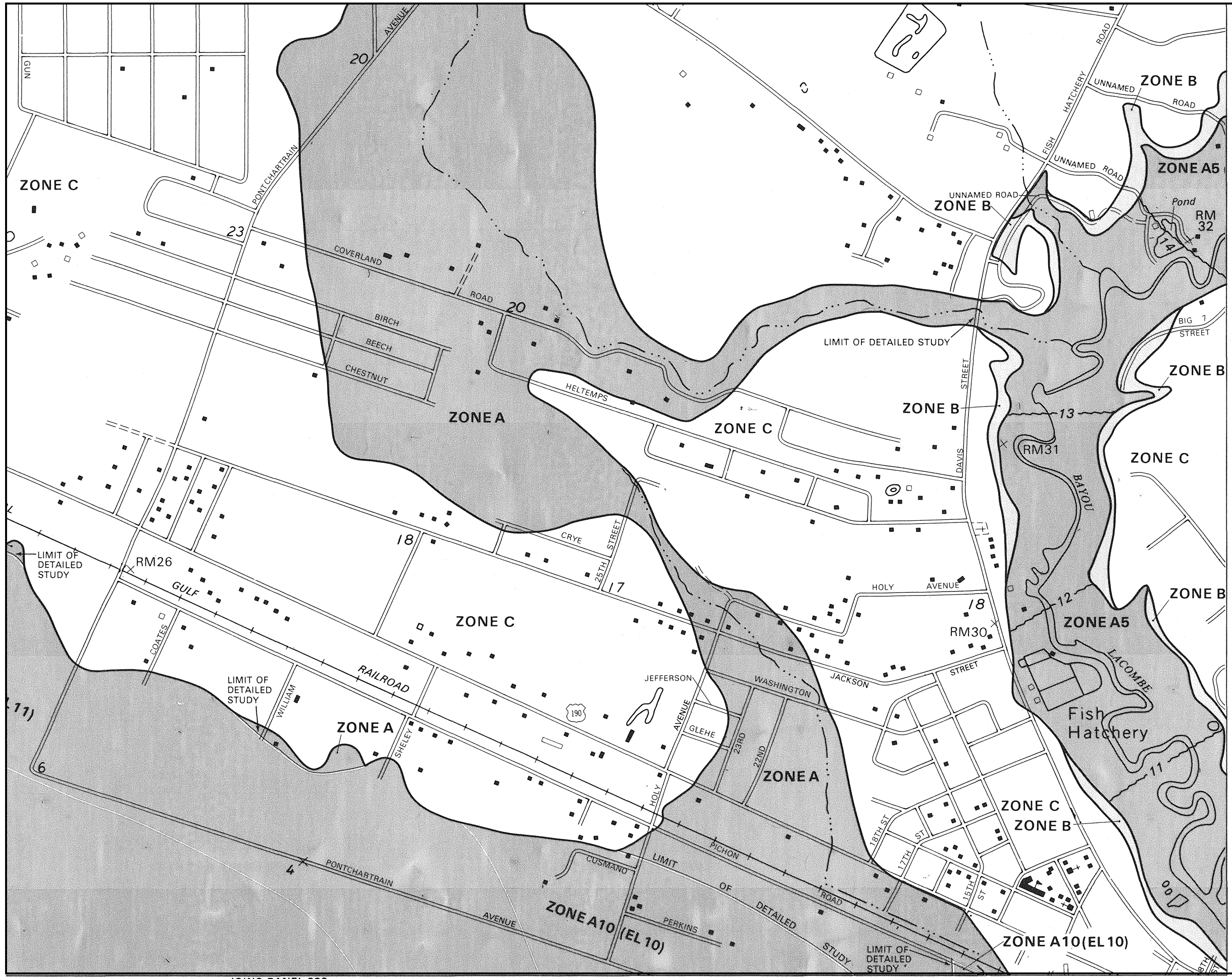

APPROXIMATE SCALE

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NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA

(UNINCORPORATED AREAS)

PANEL 380 OF 600

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225205 0380 C

MAP REVISED:
APRIL 2, 1991

Federal Emergency Management Agency

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ZONE C
ZONE B
ZONE A5
ZONE B
UNIMPROVED ROAD
LIMIT OF DETAILED STUDY
ZONE A
ZONE B
ACCESS ROAD
ZONE C
ZONE B
ZONE C
RM 81
ZONE B
ZONE C
Cousin Cem
ZONE C
ZONE B
ZONE A3
ZONE A2
Grave
UNIMPROVED ROAD
BERRY
BIG 7 STREET
VIOLET
PINE
SHADY
BERRY TODD ROAD
ZONE B
RM 82
Fish Farm
ZONE A10 (EL 10)
WILLOW ANCHORAGE
Holy Redeemer College
MONTANA
ZONE B
ZONE C
ZONE A5
ZONE B
BAYOU LACOMBE
DOGWOOD ROAD
UNNAMED ROAD
BIG BRANCH BAYOU
RM 27
BRECK
UNNAMED ROAD
ZONE B
MILL ROAD
ZONE B
ZONE A2
ZONE B
RM29
ZONE A10 (EL 10)
UNNAMED ROAD
UNNAMED ROAD
UNNAMED ROAD
SAPPHIRE
AQUA
CORAL
DRESDEN
AMETHYST
JOINS PANEL 395

APPROXIMATE SCALE
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NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA
(UNINCORPORATED AREAS)

PANEL 385 OF 600
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225205 0385 C

MAP REVISED:
OCTOBER 17, 1989

Federal Emergency Management Agency

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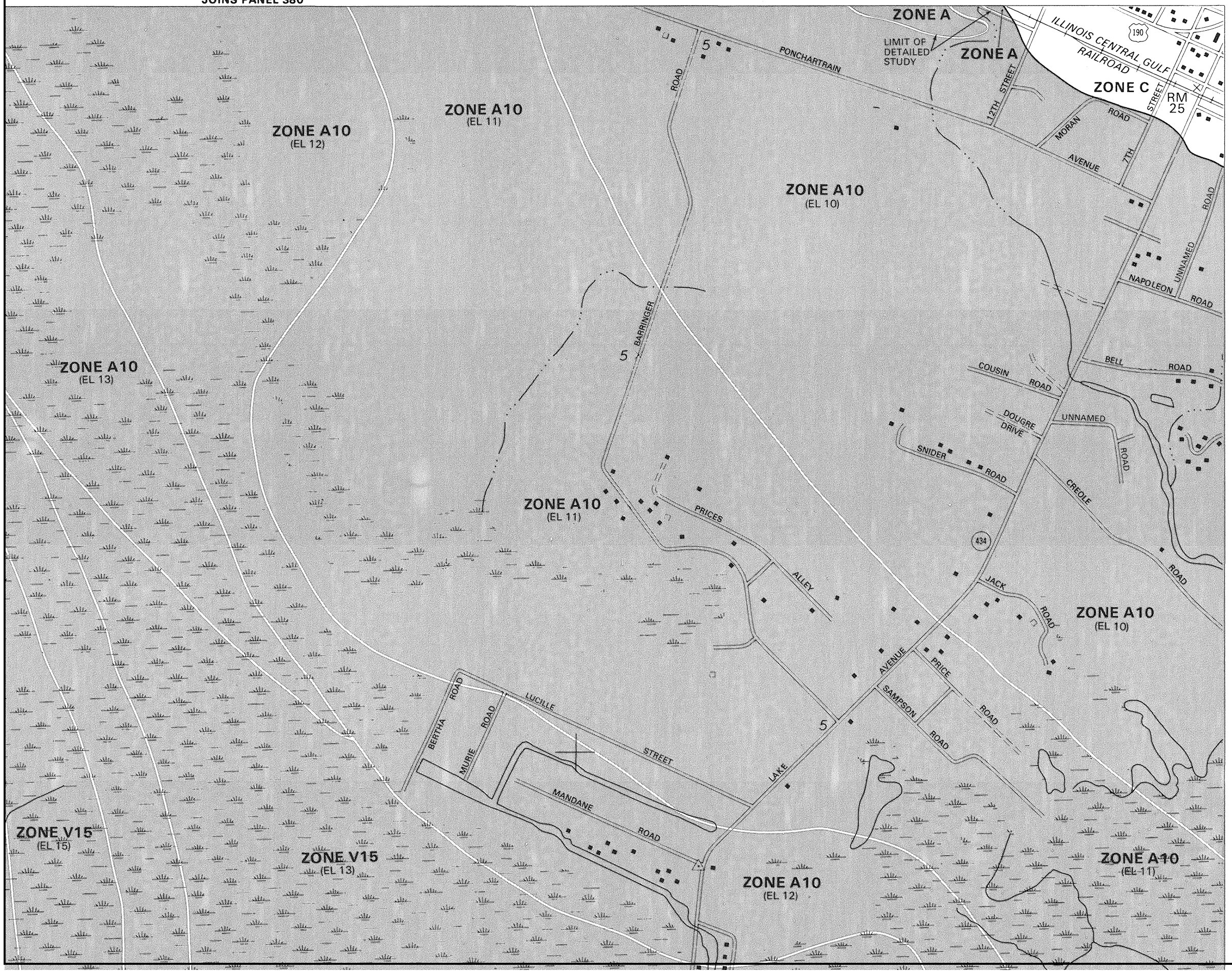
JOINS PANEL 380



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APPROXIMATE SCALE

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NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA

(UNINCORPORATED AREAS)

PANEL 390 OF 600

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER

225205 0390 C

MAP REVISED:

APRIL 2, 1991

Federal Emergency Management Agency

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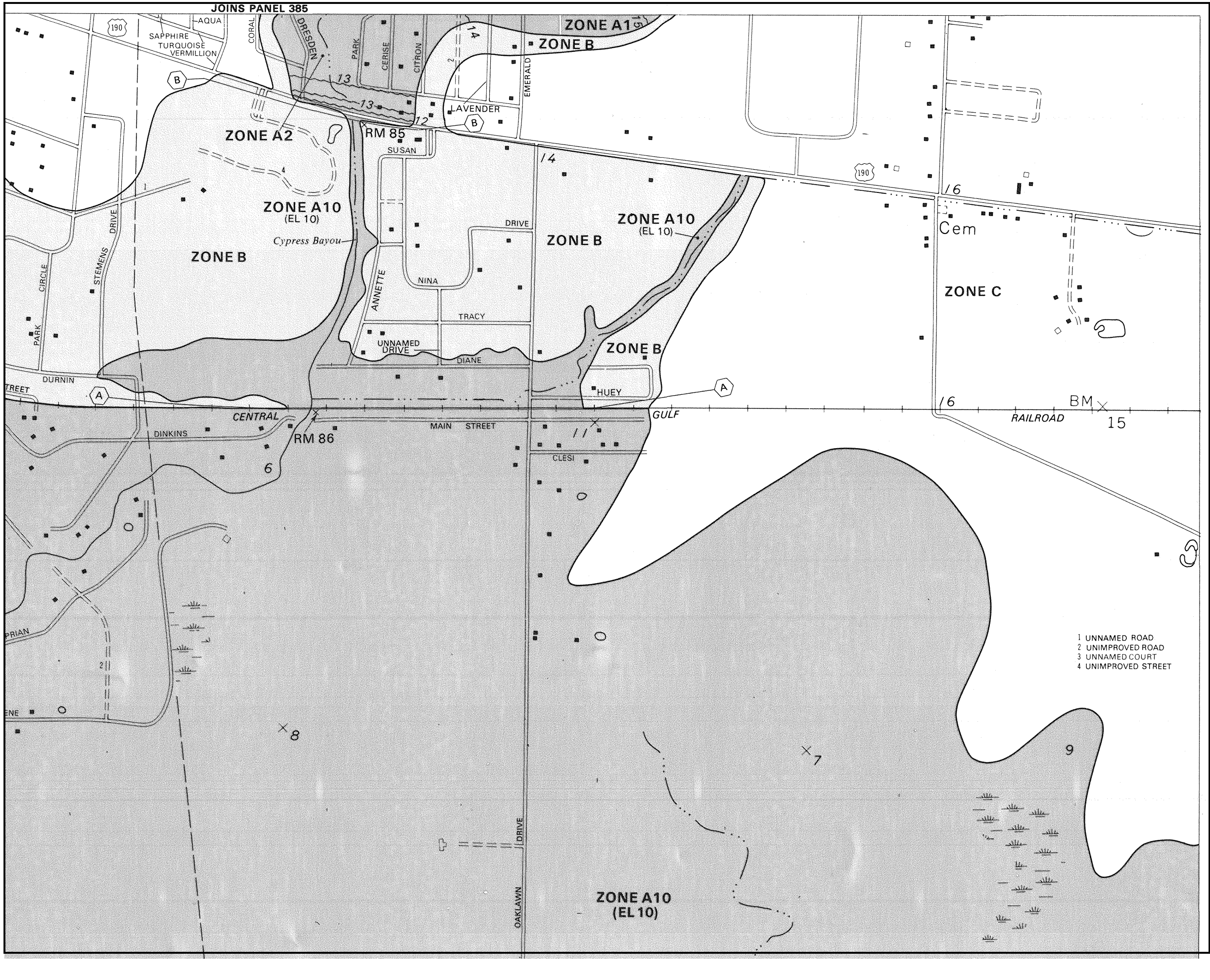
JOINS PANEL 385



APPROXIMATE SCALE
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NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA
(UNINCORPORATED AREAS)

PANEL 395 OF 600
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225205 0395 D

MAP REVISED:
APRIL 2, 1991

Federal Emergency Management Agency

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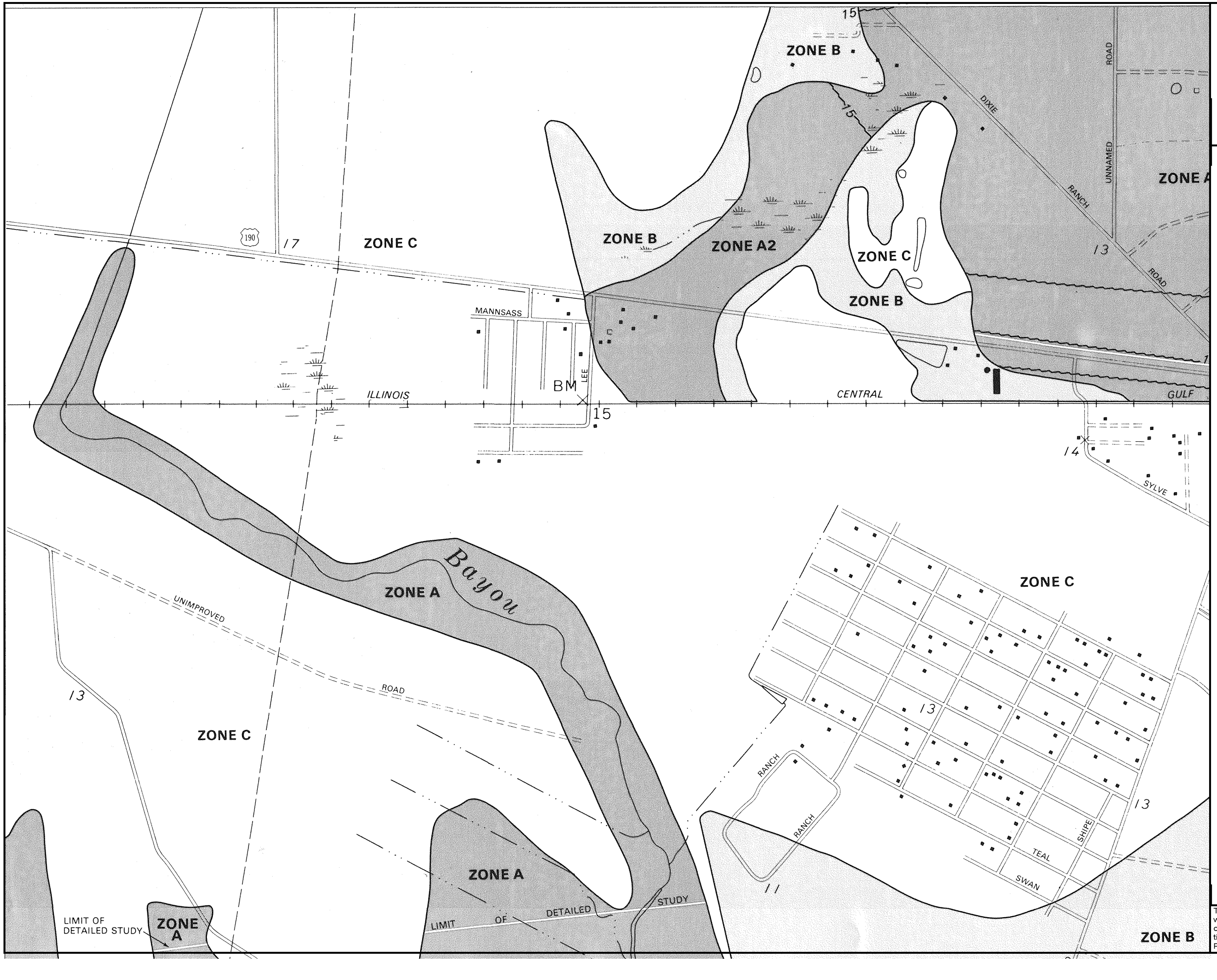

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APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA

(UNINCORPORATED AREAS)

PANEL 415 OF 600

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER

225205 0415 C

MAP REVISED:

APRIL 2, 1991

Federal Emergency Management Agency

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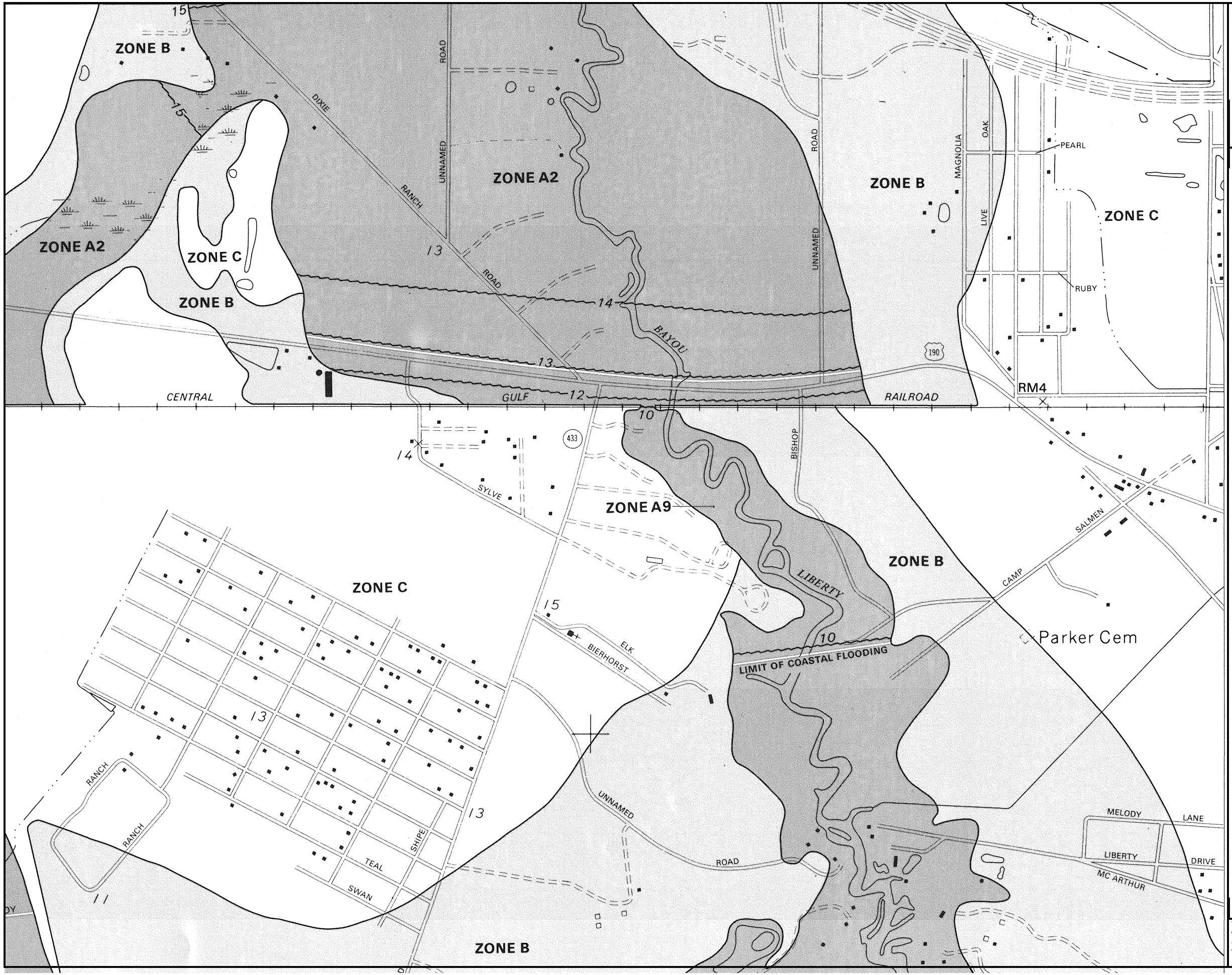

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APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA

(UNINCORPORATED AREAS)

PANEL 415 OF 600

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225205 0415 C

MAP REVISED:
APRIL 2, 1991

Federal Emergency Management Agency

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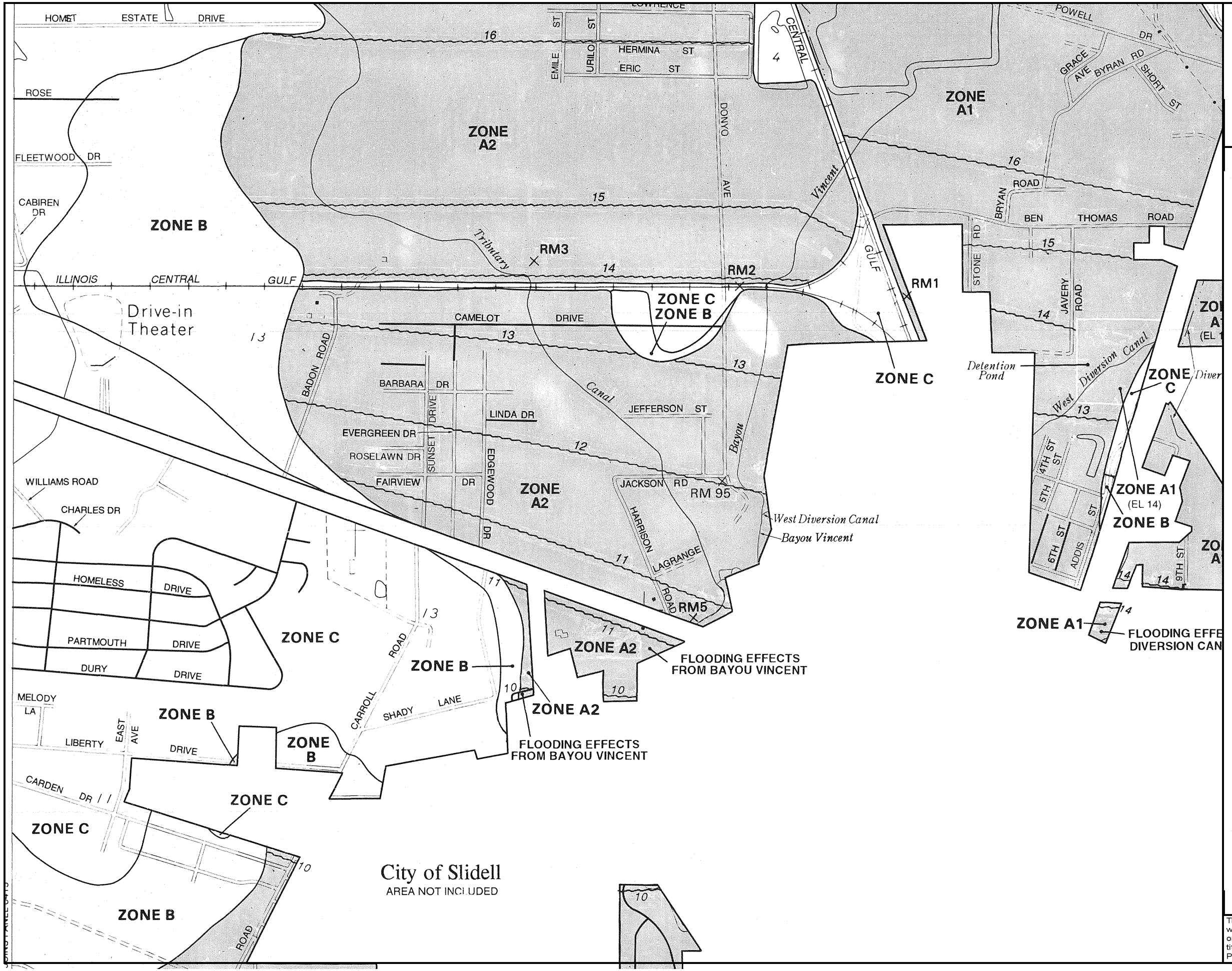

APPROXIMATE SCALE

1000 0 1000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

ST. TAMMANY PARISH, LOUISIANA

(UNINCORPORATED AREAS)

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
225205 0420 E

MAP REVISED:
APRIL 21, 1999

Federal Emergency Management Agency

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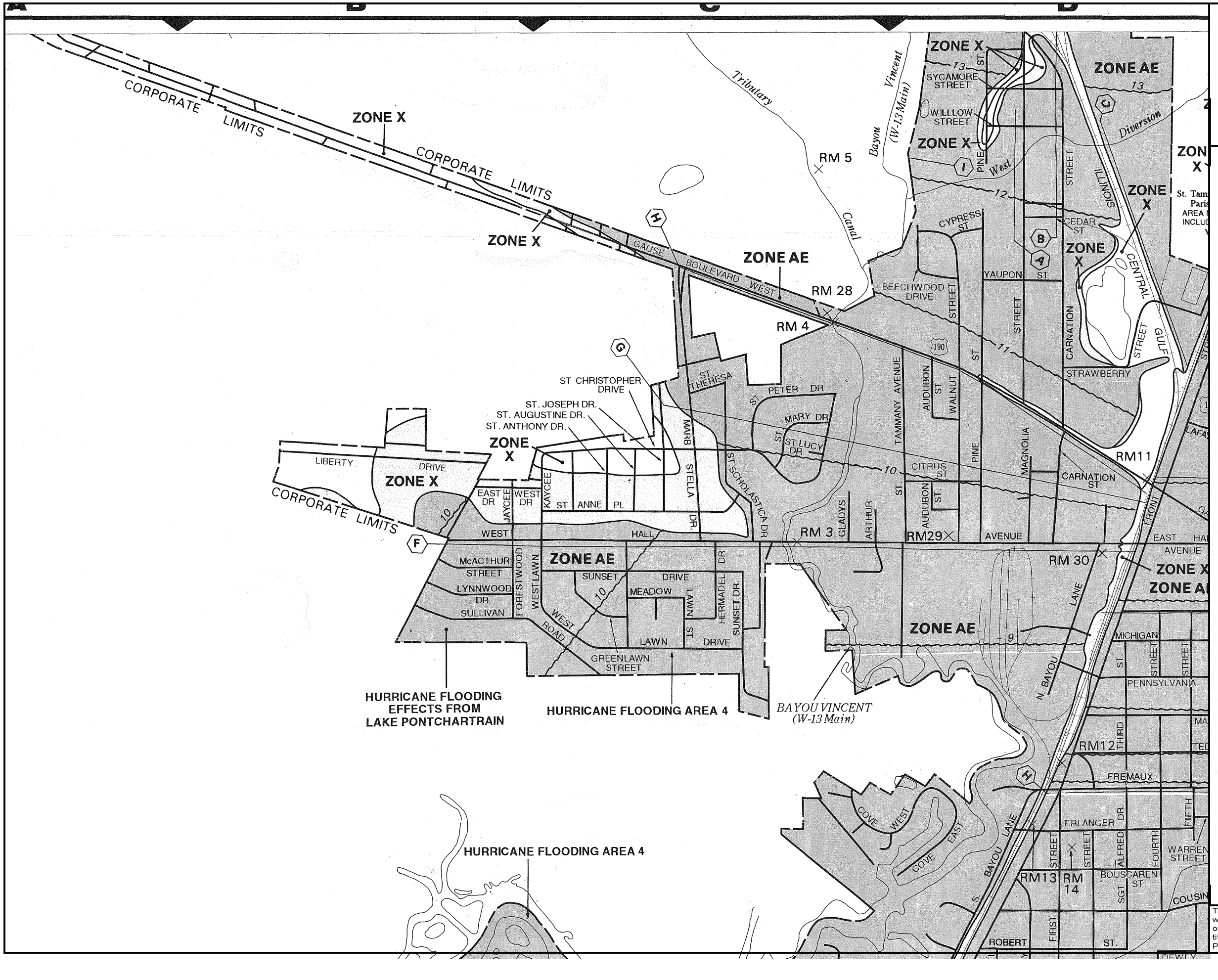

APPROXIMATE SCALE IN FEET

1000 0 1000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
SLIDELL,
LOUISIANA
ST. TAMMANY PARISH

(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
220204 0010 C

MAP REVISED:
APRIL 21, 1999

Federal Emergency Management Agency

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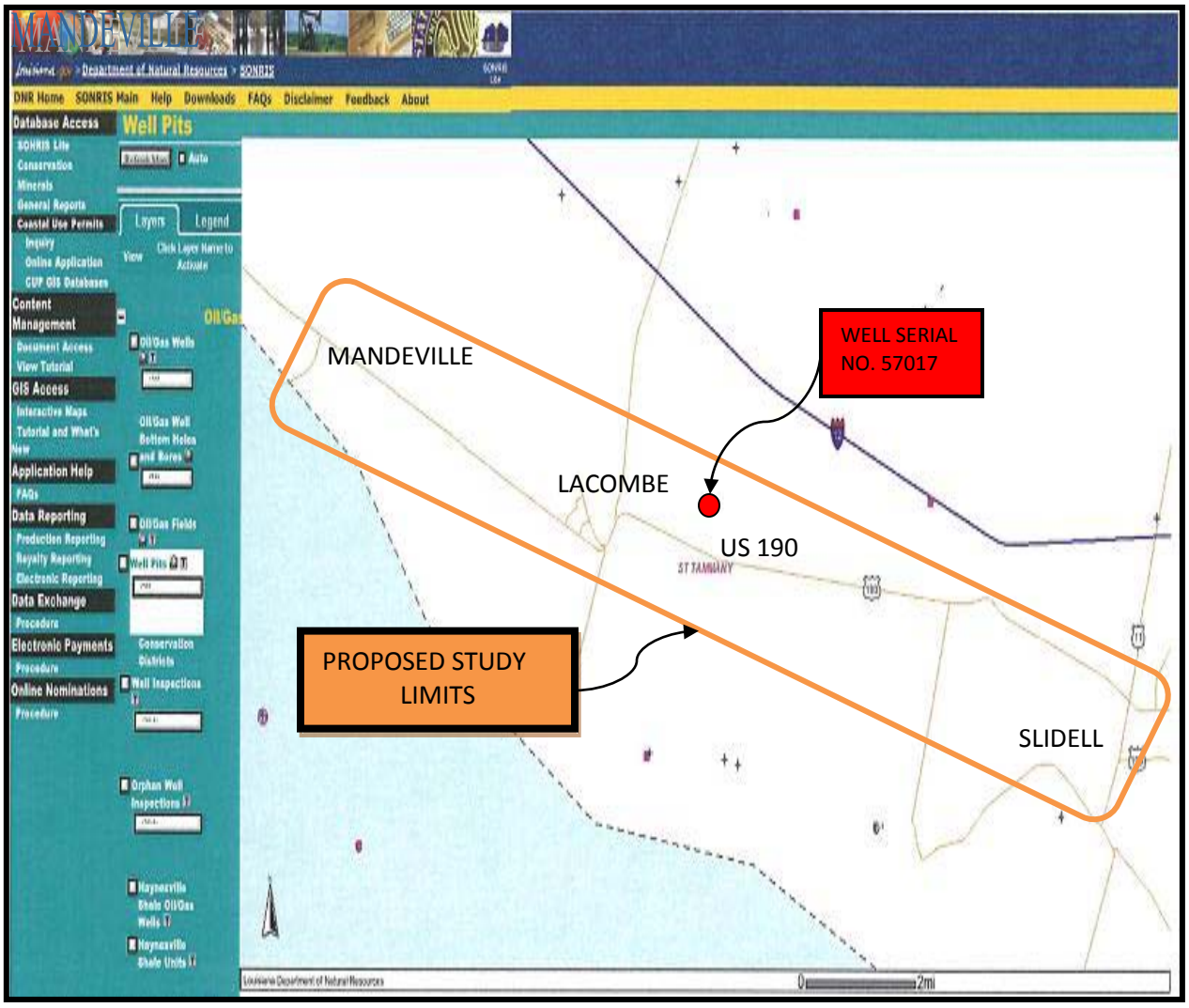
Registered Oil & Gas Wells

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

DNR Oil and Gas Well Locations

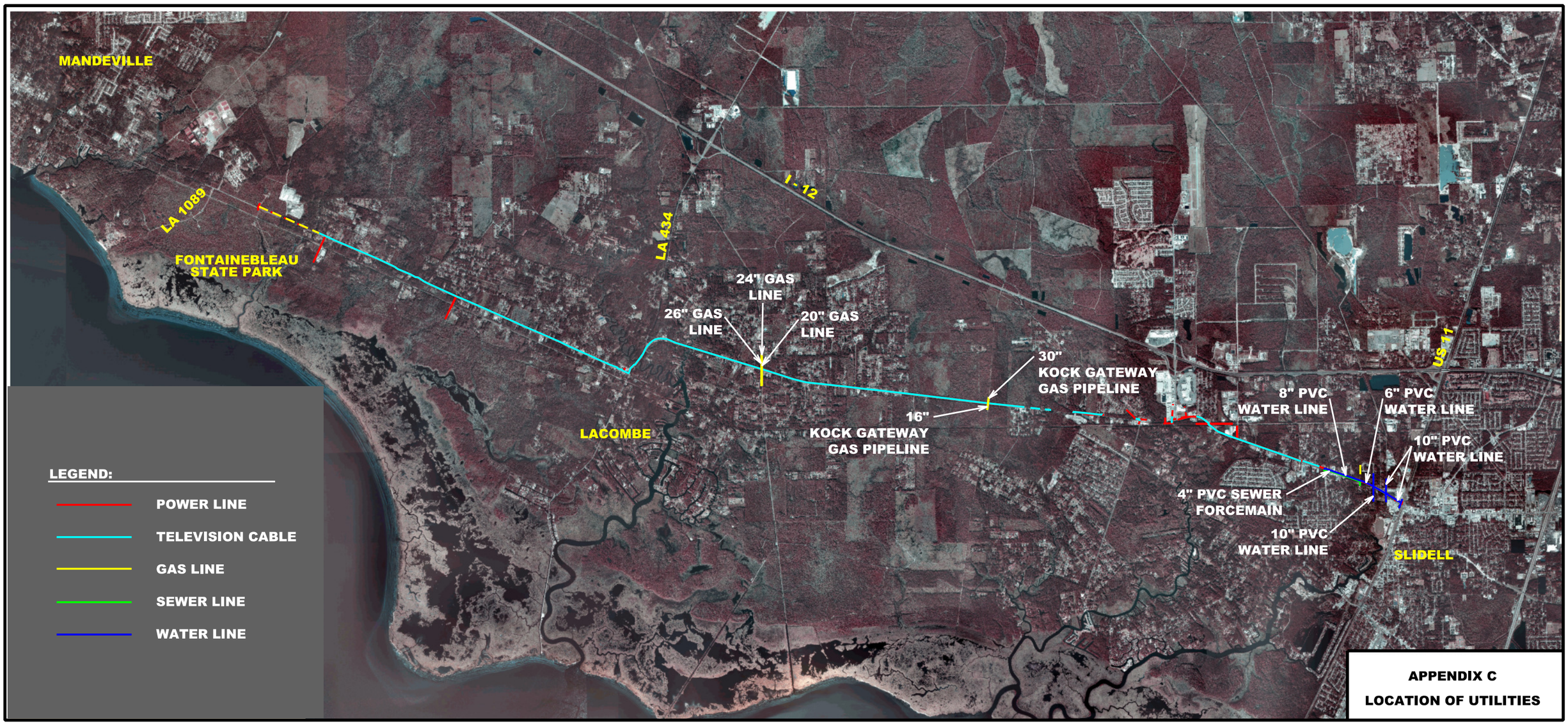


Rec	Well Serial Num	API Num	Organization ID	Well Name	Well Num	Well Status Code	Well Status	Section	Township	Range	Well Details	Latitude	Longitude
1	57017	17103000160000	9999	DRS R G & S C ALEMAN	001	29	P&A Dry Hole	028	08S	13E	Well Details	30.318394725	-89.90497141

http://sonris-www.dnr.state.la.us/gis/sonris/MapFrame.htm

Utilities

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana



APPENDIX C

LOCATION OF UTILITIES

Census Data

Prepared by Shread-Kuyrkendall & Associates, Inc. with Urban Systems, Inc.
for the Department of Transportation and Development – State of Louisiana

Mandeville, Louisiana

Coordinates: 30°22′09″N 90°04′41″W

From Wikipedia, the free encyclopedia
(Redirected from Mandeville, LA)

Mandeville is a city in St. Tammany Parish, Louisiana, United States. The population was 12,421 in 2008. Mandeville is located on the North Shore of Lake Pontchartrain, south of Interstate 12. It is across the lake from the city of New Orleans and its southshore suburbs. It is part of the New Orleans–Metairie–Kenner Metropolitan Statistical Area.

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- 1 Etymology
- 2 History
- 3 Notable locals
- 4 Geography
- 5 Demographics
- 6 Mandeville profile
- 7 Sister city
- 8 References
- 9 External links

City of Mandeville
City

Country	United States
State	Louisiana
Parish	St. Tammany
Elevation	7 ft (2 m)
Coordinates	30°22′09″N 90°04′41″W
Area	6.8 sq mi (17.6 km^2)
- land	6.8 sq mi (18 km^2)
- water	0.0 sq mi (0 km^2), 0%
Population	12,421 (*2008*)
Density	1,826.6 /sq mi (705.3 /km^2)
Incorporated	1840
Timezone	CST (UTC-6)
- summer (DST)	CDT (UTC-5)
ZIP codes	70448, 70471
Area code	985

Etymology

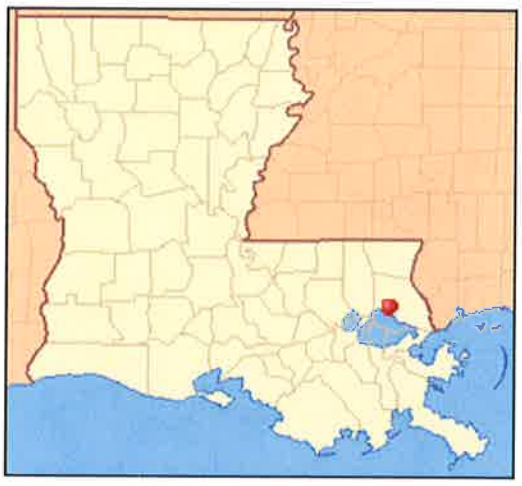
Mandeville is the name of two villages in Normandy, France. It means 'big farm' (from *Magna Villa*) in medieval Norman French.

History

Ruby's Roadhouse

The area had long been agricultural land when the town of Mandeville was laid out in 1834 by developer Bernard Xavier de Marigny de Mandeville, more often known as Bernard de Marigny. In 1840 Mandeville was incorporated as a town. It became a popular summer destination for well-to-do New Orleanians wishing to escape the city's heat.

In the mid-19th century, regular daily steam-boat traffic between New Orleans and Mandeville began, and by the end of the Victorian era, it had become a popular weekend destination of the New Orleans middle class as well. Bands would play music on the ships going across the lake and at pavilions and dance-halls in Mandeville, and Mandeville became one of the first places where the new "jazz" music was heard outside of New Orleans. Bunk Johnson, Buddy Petit, Papa Celestin, George Lewis, Kid Ory, Edmond Hall, Chester Zardis, and many other early jazz artists regularly played in Mandeville.



Location of Mandeville in Louisiana

Location of Louisiana in the United States

Website: http://cityofmandeville.com/

Two buildings from early jazz history still stand in Mandeville. *Ruby's Roadhouse* has been in continuous operation since the 1920s and is still a popular bar and live music venue today. The *Dew Drop Social and Benevolent Hall*, listed on the National Register of Historic Places, opened in January 1895. It closed with the onset of the Great Depression and was only used for storage for decades, preserving the dance hall unchanged from the early 20th century, until it reopened in 2000 as the *Dew Drop Jazz & Social Hall*, a live jazz venue. (This was one of the earliest "Dew Drop" dance halls; venues across the South were similarly named, including the club in New Orleans where Little Richard got his start.)

In 1956, the first span of the Lake Pontchartrain Causeway opened to automobile traffic. A second span was added in 1969. The new road spurred the growth of Mandeville and the surrounding area as a suburban commuter community for people working in New Orleans. This trend increased in the 1980s and 1990s, further integrating Mandeville into the Greater New Orleans metropolitan area.

Mandeville is home to Southeast Louisiana Hospital, a mental health facility. Louisiana governor Earl Long was committed here in 1959 amidst much controversy.

Mandeville was affected by Hurricane Katrina's storm surge in August 2005 and received water and wind damage. Parts of the city also experinced less dramatic flooding when Lake Pontchartrain overflowed its banks due to Hurricane Ike in 2009. By 2009, most of the reconstruction from Katrina was completed. Many homes and businesses in areas that experienced flooding have been elevated.

Building smashed by Katrina's storm surge

Mandeville was named one of the Relocate America Top 100 Places to Live in 2004, 2005, 2007, 2008, and 2009.[1]

Notable locals

Mandeville is the home town of Cajun fiddler and bandleader Amanda Shaw, the rock group 12 Stones,

teen singer Brianna Rieffel and current *The Price Is Right* model Rachel Reynolds, *Lost* actor Ian Somerhalder, and Wilco bassist John Stirratt. Willem McCormick also lived in Mandeville for a few years while writing music before moving to Los Angeles.

Girod Street during the Hurricane Ike flood in 2008

Mandeville has an active political scene, Eddie Price having been elected mayor for several terms commencing in 1996. Price stepped down as mayor on October 9, 2009, and subsequently plead guilty to charges including tax evasion and depriving citizens of honest services through mail fraud. The city council then selected Edward "Buddy" Lyons as interim mayor.[2]

The late Governor David C. Treen spent his latter years in Mandeville. It is also the home of former State Senator Tom Schedler, formerly of Slidell.

Geography

Mandeville is located at 30°22′9″N 90°4′41″W (30.369282, -90.078006)[3] and has an elevation of 7 feet (2.1 m)[4].

According to the United States Census Bureau, the city has a total area of 6.8 square miles (17.6 km²), all of it land.

Demographics

Our Lady of the Lake Roman Catholic Church

As of the census[5] of 2000, there were 10,489 people, 4,204 households, and 2,724 families residing in the city. The population density was 1,543.1 people per square mile (595.6/km²). There were 4,669 housing units at an average density of 686.9/sq mi (265.1/km²). The racial makeup of the city was 92.15% White, 4.79% African American, 0.31% Native American, 1.16% Asian, 0.06% Pacific Islander, 0.59% from other races, and 0.93% from two or more races. Hispanic or Latino of any race were 2.43% of the population.

There were 4,204 households out of which 35.6% had children under the age of 18 living with them, 50.6% were married couples living together, 10.8% had a female householder with no husband present, and 35.2% were non-families. 29.8% of all households were made up of individuals and 11.4% had someone living alone who was 65 years of age or older. The average household size was 2.46 and the average family size was 3.11.

In the city the population was spread out, with 27.3% under the age of 18, 7.3% from 18 to 24, 28.9% from 25 to 44, 24.5% from 45 to 64, and 11.9% who were 65 years of age or older. The median age was 38 years. For every 100 females, there were approximately 89.2 males. For every 100 females age 18 and over, there were approximately 84.7 males.

The median income for a household in the city was $52,500, and the median income for a family was

$70,043. Males had a median income of $50,891 versus $30,554 for females. The per capita income for the city was $26,420. About 4.9% of families and 7.6% of the population were below the poverty line, including 7.1% of those under age 18 and 13.7% of those age 65 or over.

Mandeville profile

Quick Glance
Population: 11,874
Population Growth: 12.1%
Residents per square mile
Population Density: 1,804
Median Age: 38 years
Median Income: $63,542
100 = national average, 110 = 10% more expensive
Cost of Living Index: 102

January Avg Temp: 41°F
July Avg Temp: 92°F
Sunny Days: 218
Precipitation Days: 105
Rainfall (inches): 59
Snowfall (inches): 0

Mandeville Demographics Mandeville Jobs and Politics
Unemployment Rate: 3.8%
Recent Job Growth: 1.5%
Future Job Growth: 25.8%
Democrat: 24.5%
Republican: 74.6%
Independent (others): 0.7%
Mandeville Housing Statistics
Median Home Age: 19 years
Median Home Value: $276,075

Mandeville Education Statistics
Expenditures per pupil ($)
School Expenditures: $5,283
Pupil/Teacher Ratio: 14
Students/Librarian: 342
Students/Counselor: 124

Sister city

Mandeville has one sister city, as designated by Sister Cities International:

- Colon, Panama

References

1. ^ Relocate-America's 2008 Top 100 Places to Live
2. ^ Cindy Chang, "Mandeville mayor resigns under fire" in *Times-Picayune*, 2009 October 10, pp. A1, A11; "Mayor Price's resignation" in *Times-Picayune*, 2009 October 10, Saint Tammany Edition, p. B4; Cindy Chang, "Council to pick interim mayor: Mandeville then will call special election" in *Times-Picayune*, 2009 October 12, Saint Tammany Edition, pp. B1, B2. Kia Hall Hayes, "North Shore city selects leader" in *Times-Picayune*, 2009 October 18, Metro Edition, pp. A1, A8. Suzanne Le Breton, "Lyons named interim mayor for Mandeville" in *St. Tammany News*, 2009 October 18 (Vol. 5 No. 21), pp. 1A, 6A.
3. ^ "US Gazetteer files: 2000 and 1990". United States Census Bureau. 2005-05-03. http://www.census.gov/geo/www/gazetteer/gazette.html. Retrieved 2008-01-31.
4. ^ "US Board on Geographic Names". United States Geological Survey. 2007-10-25. http://geonames.usgs.gov. Retrieved 2008-01-31.
5. ^ "American FactFinder". United States Census Bureau. http://factfinder.census.gov. Retrieved 2008-01-31.

External links

- City of Mandeville.
- Dew Drop Dance Hall history.
- Pictures of historic Dew Drop Dance Hall.
- New Orleans Wiki.

Retrieved from "http://en.wikipedia.org/wiki/Mandeville,_Louisiana"
Categories: Cities in Louisiana | St. Tammany Parish, Louisiana | Greater New Orleans

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Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Mandeville city, Louisiana

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total population	**10,489**	**100.0**
SEX AND AGE		
Male	4,945	47.1
Female	5,544	52.9
Under 5 years	645	6.1
5 to 9 years	779	7.4
10 to 14 years	930	8.9
15 to 19 years	781	7.4
20 to 24 years	498	4.7
25 to 34 years	1,182	11.3
35 to 44 years	1,854	17.7
45 to 54 years	1,759	16.8
55 to 59 years	512	4.9
60 to 64 years	298	2.8
65 to 74 years	572	5.5
75 to 84 years	465	4.4
85 years and over	214	2.0
Median age (years)	37.7	(X)
18 years and over	7,621	72.7
Male	3,495	33.3
Female	4,126	39.3
21 years and over	7,250	69.1
62 years and over	1,416	13.5
65 years and over	1,251	11.9
Male	418	4.0
Female	833	7.9
RACE		
One race	10,391	99.1
White	9,666	92.2
Black or African American	502	4.8
American Indian and Alaska Native	33	0.3
Asian	122	1.2
Asian Indian	30	0.3
Chinese	43	0.4
Filipino	6	0.1
Japanese	16	0.2
Korean	16	0.2
Vietnamese	2	-
Other Asian [1]	9	0.1
Native Hawaiian and Other Pacific Islander	6	0.1
Native Hawaiian	3	-
Guamanian or Chamorro	1	-
Samoan	1	-
Other Pacific Islander [2]	1	-
Some other race	62	0.6
Two or more races	98	0.9
Race alone or in combination with one or more other races: [3]		
White	9,758	93.0
Black or African American	514	4.9
American Indian and Alaska Native	72	0.7
Asian	141	1.3
Native Hawaiian and Other Pacific Islander	8	0.1
Some other race	97	0.9

Subject	Number	Percent
HISPANIC OR LATINO AND RACE		
Total population	**10,489**	**100.0**
Hispanic or Latino (of any race)	255	2.4
Mexican	80	0.8
Puerto Rican	15	0.1
Cuban	31	0.3
Other Hispanic or Latino	129	1.2
Not Hispanic or Latino	10,234	97.6
White alone	9,486	90.4
RELATIONSHIP		
Total population	**10,489**	**100.0**
In households	10,344	98.6
Householder	4,204	40.1
Spouse	2,127	20.3
Child	3,273	31.2
Own child under 18 years	2,695	25.7
Other relatives	332	3.2
Under 18 years	125	1.2
Nonrelatives	408	3.9
Unmarried partner	219	2.1
In group quarters	145	1.4
Institutionalized population	137	1.3
Noninstitutionalized population	8	0.1
HOUSEHOLD BY TYPE		
Total households	**4,204**	**100.0**
Family households (families)	2,723	64.8
With own children under 18 years	1,496	35.6
Married-couple family	2,127	50.6
With own children under 18 years	1,122	26.7
Female householder, no husband present	454	10.8
With own children under 18 years	286	6.8
Nonfamily households	1,481	35.2
Householder living alone	1,253	29.8
Householder 65 years and over	481	11.4
Households with individuals under 18 years	1,589	37.8
Households with individuals 65 years and over	898	21.4
Average household size	2.46	(X)
Average family size	3.11	(X)
HOUSING OCCUPANCY		
Total housing units	**4,669**	**100.0**
Occupied housing units	4,204	90.0
Vacant housing units	465	10.0
For seasonal, recreational, or occasional use	62	1.3
Homeowner vacancy rate (percent)	2.2	(X)
Rental vacancy rate (percent)	12.9	(X)
HOUSING TENURE		
Occupied housing units	**4,204**	**100.0**
Owner-occupied housing units	2,536	60.3
Renter-occupied housing units	1,668	39.7
Average household size of owner-occupied units	2.78	(X)
Average household size of renter-occupied units	1.98	(X)

- Represents zero or rounds to zero. (X) Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Mandeville city, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	**3,002**	**100.0**
Nursery school, preschool	260	8.7
Kindergarten	136	4.5
Elementary school (grades 1-8)	1,414	47.1
High school (grades 9-12)	666	22.2
College or graduate school	526	17.5
EDUCATIONAL ATTAINMENT		
Population 25 years and over	**7,093**	**100.0**
Less than 9th grade	263	3.7
9th to 12th grade, no diploma	439	6.2
High school graduate (includes equivalency)	1,291	18.2
Some college, no degree	1,710	24.1
Associate degree	359	5.1
Bachelor's degree	1,952	27.5
Graduate or professional degree	1,079	15.2
Percent high school graduate or higher	90.1	(X)
Percent bachelor's degree or higher	42.7	(X)
MARITAL STATUS		
Population 15 years and over	**8,272**	**100.0**
Never married	1,671	20.2
Now married, except separated	4,739	57.3
Separated	109	1.3
Widowed	670	8.1
Female	610	7.4
Divorced	1,083	13.1
Female	655	7.9
GRANDPARENTS AS CAREGIVERS		
Grandparent living in household with one or more own grandchildren under 18 years	**129**	**100.0**
Grandparent responsible for grandchildren	41	31.8
VETERAN STATUS		
Civilian population 18 years and over	**7,805**	**100.0**
Civilian veterans	913	11.7
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		
Population 5 to 20 years	**2,454**	**100.0**
With a disability	161	6.6
Population 21 to 64 years	**6,231**	**100.0**
With a disability	827	13.3
Percent employed	65.7	(X)
No disability	5,404	86.7
Percent employed	80.2	(X)
Population 65 years and over	**1,121**	**100.0**
With a disability	479	42.7
RESIDENCE IN 1995		
Population 5 years and over	**9,979**	**100.0**
Same house in 1995	4,317	43.3
Different house in the U.S. in 1995	5,486	55.0
Same county	2,172	21.8
Different county	3,314	33.2
Same state	1,891	18.9
Different state	1,423	14.3
Elsewhere in 1995	176	1.8

Subject	Number	Percent
NATIVITY AND PLACE OF BIRTH		
Total population	**10,711**	**100.0**
Native	10,328	96.4
Born in United States	10,212	95.3
State of residence	6,784	63.3
Different state	3,428	32.0
Born outside United States	116	1.1
Foreign born	383	3.6
Entered 1990 to March 2000	215	2.0
Naturalized citizen	115	1.1
Not a citizen	268	2.5
REGION OF BIRTH OF FOREIGN BORN		
Total (excluding born at sea)	**383**	**100.0**
Europe	162	42.3
Asia	79	20.6
Africa	-	-
Oceania	-	-
Latin America	142	37.1
Northern America	-	-
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	**9,979**	**100.0**
English only	9,383	94.0
Language other than English	596	6.0
Speak English less than "very well"	135	1.4
Spanish	265	2.7
Speak English less than "very well"	98	1.0
Other Indo-European languages	280	2.8
Speak English less than "very well"	25	0.3
Asian and Pacific Island languages	51	0.5
Speak English less than "very well"	12	0.1
ANCESTRY (single or multiple)		
Total population	**10,711**	**100.0**
Total ancestries reported	*12,526*	*116.9*
Arab	9	0.1
Czech[1]	14	0.1
Danish	54	0.5
Dutch	50	0.5
English	1,509	14.1
French (except Basque)[1]	2,029	18.9
French Canadian[1]	297	2.8
German	1,656	15.5
Greek	79	0.7
Hungarian	65	0.6
Irish[1]	1,702	15.9
Italian	1,233	11.5
Lithuanian	-	-
Norwegian	88	0.8
Polish	182	1.7
Portuguese	8	0.1
Russian	26	0.2
Scotch-Irish	252	2.4
Scottish	288	2.7
Slovak	27	0.3
Subsaharan African	27	0.3
Swedish	138	1.3
Swiss	7	0.1
Ukrainian	-	-
United States or American	945	8.8
Welsh	77	0.7
West Indian (excluding Hispanic groups)	-	-
Other ancestries	1,764	16.5

-Represents zero or rounds to zero. (X) Not applicable.

[1]The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Mandeville city, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	**8,140**	**100.0**
In labor force	5,513	67.7
Civilian labor force	5,483	67.4
Employed	5,327	65.4
Unemployed	156	1.9
Percent of civilian labor force	2.8	(X)
Armed Forces	30	0.4
Not in labor force	2,627	32.3
Females 16 years and over	**4,406**	**100.0**
In labor force	2,563	58.2
Civilian labor force	2,563	58.2
Employed	2,452	55.7
Own children under 6 years	**890**	**100.0**
All parents in family in labor force	629	70.7
COMMUTING TO WORK		
Workers 16 years and over	**5,271**	**100.0**
Car, truck, or van - - drove alone	4,287	81.3
Car, truck, or van - - carpooled	662	12.6
Public transportation (including taxicab)	8	0.2
Walked	42	0.8
Other means	95	1.8
Worked at home	177	3.4
Mean travel time to work (minutes)[1]	33.1	(X)
Employed civilian population 16 years and over	**5,327**	**100.0**
OCCUPATION		
Management, professional, and related occupations	2,492	46.8
Service occupations	766	14.4
Sales and office occupations	1,440	27.0
Farming, fishing, and forestry occupations	-	-
Construction, extraction, and maintenance occupations	334	6.3
Production, transportation, and material moving occupations	295	5.5
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	135	2.5
Construction	307	5.8
Manufacturing	302	5.7
Wholesale trade	213	4.0
Retail trade	662	12.4
Transportation and warehousing, and utilities	232	4.4
Information	192	3.6
Finance, insurance, real estate, and rental and leasing	353	6.6
Professional, scientific, management, administrative, and waste management services	787	14.8
Educational, health and social services	1,116	20.9
Arts, entertainment, recreation, accommodation and food services	515	9.7
Other services (except public administration)	192	3.6
Public administration	321	6.0
CLASS OF WORKER		
Private wage and salary workers	4,276	80.3
Government workers	655	12.3
Self-employed workers in own not incorporated business	389	7.3
Unpaid family workers	7	0.1

Subject	Number	Percent
INCOME IN 1999		
Households	**4,276**	**100.0**
Less than $10,000	365	8.5
$10,000 to $14,999	191	4.5
$15,000 to $24,999	493	11.5
$25,000 to $34,999	356	8.3
$35,000 to $49,999	627	14.7
$50,000 to $74,999	795	18.6
$75,000 to $99,999	589	13.8
$100,000 to $149,999	617	14.4
$150,000 to $199,999	155	3.6
$200,000 or more	88	2.1
Median household income (dollars)	52,500	(X)
With earnings	3,537	82.7
Mean earnings (dollars)[1]	65,363	(X)
With Social Security income	981	22.9
Mean Social Security income (dollars)[1]	11,478	(X)
With Supplemental Security Income	82	1.9
Mean Supplemental Security Income (dollars)[1]	5,714	(X)
With public assistance income	43	1.0
Mean public assistance income (dollars)[1]	2,982	(X)
With retirement income	523	12.2
Mean retirement income (dollars)[1]	17,664	(X)
Families	**2,826**	**100.0**
Less than $10,000	85	3.0
$10,000 to $14,999	58	2.1
$15,000 to $24,999	223	7.9
$25,000 to $34,999	195	6.9
$35,000 to $49,999	329	11.6
$50,000 to $74,999	631	22.3
$75,000 to $99,999	495	17.5
$100,000 to $149,999	584	20.7
$150,000 to $199,999	148	5.2
$200,000 or more	78	2.8
Median family income (dollars)	70,043	(X)
Per capita income (dollars)[1]	26,420	(X)
Median earnings (dollars):		
Male full-time, year-round workers	50,891	(X)
Female full-time, year-round workers	30,554	(X)

Subject	Number below poverty level	Percent below poverty level
POVERTY STATUS IN 1999		
Families	**138**	**4.9**
With related children under 18 years	98	6.2
With related children under 5 years	59	10.2
Families with female householder, no husband present	**69**	**17.1**
With related children under 18 years	62	22.9
With related children under 5 years	43	37.7
Individuals	**805**	**7.6**
18 years and over	583	7.6
65 years and over	154	13.7
Related children under 18 years	200	7.1
Related children 5 to 17 years	101	4.8
Unrelated individuals 15 years and over	351	19.5

-Represents zero or rounds to zero. (X) Not applicable.

[1]If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Mandeville city, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total housing units	**4,707**	**100.0**
UNITS IN STRUCTURE		
1-unit, detached	2,803	59.5
1-unit, attached	284	6.0
2 units	236	5.0
3 or 4 units	387	8.2
5 to 9 units	342	7.3
10 to 19 units	238	5.1
20 or more units	417	8.9
Mobile home	-	-
Boat, RV, van, etc	-	-
YEAR STRUCTURE BUILT		
1999 to March 2000	339	7.2
1995 to 1998	555	11.8
1990 to 1994	429	9.1
1980 to 1989	1,397	29.7
1970 to 1979	980	20.8
1960 to 1969	358	7.6
1940 to 1959	260	5.5
1939 or earlier	389	8.3
ROOMS		
1 room	56	1.2
2 rooms	230	4.9
3 rooms	390	8.3
4 rooms	780	16.6
5 rooms	835	17.7
6 rooms	788	16.7
7 rooms	454	9.6
8 rooms	564	12.0
9 or more rooms	610	13.0
Median (rooms)	5.6	(X)
Occupied housing units	**4,254**	**100.0**
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	1,193	28.0
1995 to 1998	1,360	32.0
1990 to 1994	812	19.1
1980 to 1989	529	12.4
1970 to 1979	223	5.2
1969 or earlier	137	3.2
VEHICLES AVAILABLE		
None	231	5.4
1	1,528	35.9
2	1,835	43.1
3 or more	660	15.5
HOUSE HEATING FUEL		
Utility gas	2,097	49.3
Bottled, tank, or LP gas	6	0.1
Electricity	2,142	50.4
Fuel oil, kerosene, etc	-	-
Coal or coke	-	-
Wood	-	-
Solar energy	-	-
Other fuel	-	-
No fuel used	9	0.2
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	-	-
Lacking complete kitchen facilities	-	-
No telephone service	88	2.1

Subject	Number	Percent
OCCUPANTS PER ROOM		
Occupied housing units	**4,254**	**100.0**
1.00 or less	4,191	98.5
1.01 to 1.50	43	1.0
1.51 or more	20	0.5
Specified owner-occupied units	**2,363**	**100.0**
VALUE		
Less than $50,000	27	1.1
$50,000 to $99,999	328	13.9
$100,000 to $149,999	710	30.0
$150,000 to $199,999	675	28.6
$200,000 to $299,999	394	16.7
$300,000 to $499,999	138	5.8
$500,000 to $999,999	91	3.9
$1,000,000 or more	-	-
Median (dollars)	156,700	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	1,816	76.9
Less than $300	-	-
$300 to $499	57	2.4
$500 to $699	95	4.0
$700 to $999	418	17.7
$1,000 to $1,499	682	28.9
$1,500 to $1,999	342	14.5
$2,000 or more	222	9.4
Median (dollars)	1,224	(X)
Not mortgaged	547	23.1
Median (dollars)	308	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	916	38.8
15.0 to 19.9 percent	441	18.7
20.0 to 24.9 percent	380	16.1
25.0 to 29.9 percent	184	7.8
30.0 to 34.9 percent	149	6.3
35.0 percent or more	285	12.1
Not computed	8	0.3
Specified renter-occupied units	**1,693**	**100.0**
GROSS RENT		
Less than $200	105	6.2
$200 to $299	42	2.5
$300 to $499	227	13.4
$500 to $749	656	38.7
$750 to $999	387	22.9
$1,000 to $1,499	156	9.2
$1,500 or more	52	3.1
No cash rent	68	4.0
Median (dollars)	648	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	251	14.8
15.0 to 19.9 percent	297	17.5
20.0 to 24.9 percent	250	14.8
25.0 to 29.9 percent	186	11.0
30.0 to 34.9 percent	150	8.9
35.0 percent or more	458	27.1
Not computed	101	6.0

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

Lacombe, Louisiana

Coordinates: 30°18′54″N 89°55′53″W

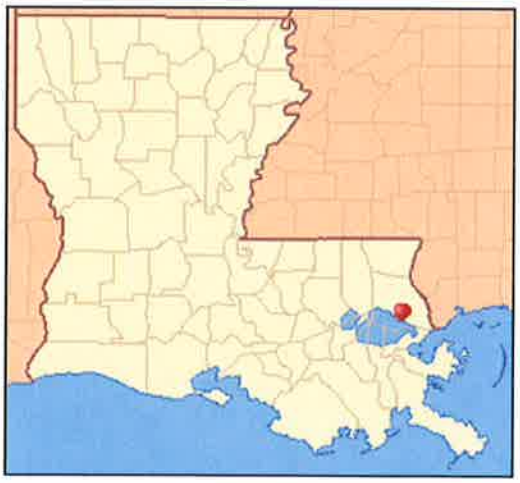
From Wikipedia, the free encyclopedia

Lacombe is a census-designated place (CDP) in St. Tammany Parish, Louisiana, United States. The population was 7,518 at the 2000 census.

Contents

- 1 Geography
- 2 Demographics
- 3 Education
- 4 References

Lacombe CDP	
Country	United States
State	Louisiana
Parish	St. Tammany
Elevation	13 ft (4 m)
Coordinates	30°18′54″N 89°55′53″W
Area	27.5 sq mi (71.2 km^2)
- land	26.7 sq mi (69 km^2)
- water	0.8 sq mi (2 km^2), 2.91%
Population	7,518 (*2000*)
Density	281.4 /sq mi (108.6 /km^2)
Timezone	CST (UTC-6)
- summer (DST)	CDT (UTC-5)
Area code	985



Location of Lacombe in Louisiana

Geography

Lacombe is located at 30°18′54″N 89°55′53″W (30.314863, -89.931462)[1].

According to the United States Census Bureau, the CDP has a total area of 27.5 square miles (71.3 km²), of which, 26.7 square miles (69.2 km²) of it is land and 0.8 square miles (2.1 km²) of it (3.01%) is water.

Demographics

As of the census[2] of 2000, there were 7,518 people, 2,757 households, and 2,059 families residing in the CDP. The population density was 281.4 people per square mile (108.6/km²). There were 3,119 housing units at an average density of 116.7/sq mi (45.1/km²). The racial makeup of the CDP was 69.15% White, 25.31% African American, 1.60% Native American, 0.33% Asian, 0.04% Pacific Islander, 1.36% from other races, and 2.21% from two or more races. Hispanic or Latino of any race were 2.58% of the population.

There were 2,757 households out of which 33.0% had children under the age of 18 living with them, 56.0% were married couples living together, 13.7% had a female householder with no husband present, and 25.3% were non-families. 20.1% of all households were made up of individuals and 6.5% had someone living alone who was 65 years of age or older. The average household size was 2.69 and the average family size was 3.09.

In the CDP the population was spread out with 25.8%

Location of Louisiana in the United States

under the age of 18, 7.9% from 18 to 24, 26.9% from 25 to 44, 27.3% from 45 to 64, and 12.1% who were 65 years of age or older. The median age was 39 years. For every 100 females there were 95.0 males. For every 100 females age 18 and over, there were 90.8 males.

The median income for a household in the CDP was $37,782, and the median income for a family was $45,465. Males had a median income of $37,580 versus $21,869 for females. The per capita income for the CDP was $18,642. About 8.9% of families and 11.7% of the population were below the poverty line, including 15.6% of those under age 18 and 10.2% of those age 65 or over.

Education

Lacombe is within the St. Tammany Parish Public Schools district.

Schools that serve Lacombe include:

- Chahta-Ima Elementary School
- Bayou Lacombe Middle School
- Monteleone Junior High School
- Fontainebleau High School In between Covington/Mandeville/and Abita Springs.
- Lakeshore High School (New school in Mandeville where Lacombe residents will now send their high schoolers.)

References

1. ^ "US Gazetteer files: 2000 and 1990". United States Census Bureau. 2005-05-03. http://www.census.gov/geo/www/gazetteer/gazette.html. Retrieved 2008-01-31.
2. ^ "American FactFinder". United States Census Bureau. http://factfinder.census.gov. Retrieved 2008-01-31.

Retrieved from "http://en.wikipedia.org/wiki/Lacombe,_Louisiana"
Categories: Census-designated places in Louisiana | St. Tammany Parish, Louisiana | Greater New Orleans

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Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Lacombe CDP, Louisiana

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total population	**7,518**	**100.0**
SEX AND AGE		
Male	3,662	48.7
Female	3,856	51.3
Under 5 years	458	6.1
5 to 9 years	502	6.7
10 to 14 years	600	8.0
15 to 19 years	580	7.7
20 to 24 years	398	5.3
25 to 34 years	768	10.2
35 to 44 years	1,255	16.7
45 to 54 years	1,220	16.2
55 to 59 years	461	6.1
60 to 64 years	368	4.9
65 to 74 years	519	6.9
75 to 84 years	295	3.9
85 years and over	94	1.3
Median age (years)	39.0	(X)
18 years and over	5,575	74.2
Male	2,653	35.3
Female	2,922	38.9
21 years and over	5,296	70.4
62 years and over	1,116	14.8
65 years and over	908	12.1
Male	374	5.0
Female	534	7.1
RACE		
One race	7,352	97.8
White	5,199	69.2
Black or African American	1,903	25.3
American Indian and Alaska Native	120	1.6
Asian	25	0.3
Asian Indian	4	0.1
Chinese	2	-
Filipino	12	0.2
Japanese	1	-
Korean	3	-
Vietnamese	-	-
Other Asian [1]	3	-
Native Hawaiian and Other Pacific Islander	3	-
Native Hawaiian	3	-
Guamanian or Chamorro	-	-
Samoan	-	-
Other Pacific Islander [2]	-	-
Some other race	102	1.4
Two or more races	166	2.2
Race alone or in combination with one or more other races: [3]		
White	5,338	71.0
Black or African American	1,980	26.3
American Indian and Alaska Native	183	2.4
Asian	42	0.6
Native Hawaiian and Other Pacific Islander	10	0.1
Some other race	188	2.5

Subject	Number	Percent
HISPANIC OR LATINO AND RACE		
Total population	**7,518**	**100.0**
Hispanic or Latino (of any race)	194	2.6
Mexican	41	0.5
Puerto Rican	20	0.3
Cuban	12	0.2
Other Hispanic or Latino	121	1.6
Not Hispanic or Latino	7,324	97.4
White alone	5,080	67.6
RELATIONSHIP		
Total population	**7,518**	**100.0**
In households	7,403	98.5
Householder	2,757	36.7
Spouse	1,544	20.5
Child	2,245	29.9
Own child under 18 years	1,637	21.8
Other relatives	514	6.8
Under 18 years	258	3.4
Nonrelatives	343	4.6
Unmarried partner	164	2.2
In group quarters	115	1.5
Institutionalized population	96	1.3
Noninstitutionalized population	19	0.3
HOUSEHOLD BY TYPE		
Total households	**2,757**	**100.0**
Family households (families)	2,060	74.7
With own children under 18 years	909	33.0
Married-couple family	1,544	56.0
With own children under 18 years	615	22.3
Female householder, no husband present	378	13.7
With own children under 18 years	207	7.5
Nonfamily households	697	25.3
Householder living alone	553	20.1
Householder 65 years and over	179	6.5
Households with individuals under 18 years	1,064	38.6
Households with individuals 65 years and over	610	22.1
Average household size	2.69	(X)
Average family size	3.09	(X)
HOUSING OCCUPANCY		
Total housing units	**3,119**	**100.0**
Occupied housing units	2,757	88.4
Vacant housing units	362	11.6
For seasonal, recreational, or occasional use	114	3.7
Homeowner vacancy rate (percent)	2.0	(X)
Rental vacancy rate (percent)	5.0	(X)
HOUSING TENURE		
Occupied housing units	**2,757**	**100.0**
Owner-occupied housing units	2,378	86.3
Renter-occupied housing units	379	13.7
Average household size of owner-occupied units	2.70	(X)
Average household size of renter-occupied units	2.58	(X)

- Represents zero or rounds to zero. (X) Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Lacombe CDP, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	**2,125**	**100.0**
Nursery school, preschool	203	9.6
Kindergarten	67	3.2
Elementary school (grades 1-8)	1,007	47.4
High school (grades 9-12)	462	21.7
College or graduate school	386	18.2
EDUCATIONAL ATTAINMENT		
Population 25 years and over	**5,038**	**100.0**
Less than 9th grade	376	7.5
9th to 12th grade, no diploma	908	18.0
High school graduate (includes equivalency)	1,564	31.0
Some college, no degree	1,185	23.5
Associate degree	171	3.4
Bachelor's degree	638	12.7
Graduate or professional degree	196	3.9
Percent high school graduate or higher	74.5	(X)
Percent bachelor's degree or higher	16.6	(X)
MARITAL STATUS		
Population 15 years and over	**5,984**	**100.0**
Never married	1,418	23.7
Now married, except separated	3,250	54.3
Separated	174	2.9
Widowed	426	7.1
Female	349	5.8
Divorced	716	12.0
Female	406	6.8
GRANDPARENTS AS CAREGIVERS		
Grandparent living in household with one or more own grandchildren under 18 years	**215**	**100.0**
Grandparent responsible for grandchildren	97	45.1
VETERAN STATUS		
Civilian population 18 years and over	**5,583**	**100.0**
Civilian veterans	876	15.7
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		
Population 5 to 20 years	**1,734**	**100.0**
With a disability	122	7.0
Population 21 to 64 years	**4,438**	**100.0**
With a disability	1,085	24.4
Percent employed	59.7	(X)
No disability	3,353	75.6
Percent employed	76.3	(X)
Population 65 years and over	**816**	**100.0**
With a disability	307	37.6
RESIDENCE IN 1995		
Population 5 years and over	**7,101**	**100.0**
Same house in 1995	4,699	66.2
Different house in the U.S. in 1995	2,332	32.8
Same county	1,455	20.5
Different county	877	12.4
Same state	578	8.1
Different state	299	4.2
Elsewhere in 1995	70	1.0

Subject	Number	Percent
NATIVITY AND PLACE OF BIRTH		
Total population	**7,533**	**100.0**
Native	7,356	97.7
Born in United States	7,315	97.1
State of residence	5,937	78.8
Different state	1,378	18.3
Born outside United States	41	0.5
Foreign born	177	2.3
Entered 1990 to March 2000	28	0.4
Naturalized citizen	144	1.9
Not a citizen	33	0.4
REGION OF BIRTH OF FOREIGN BORN		
Total (excluding born at sea)	**177**	**100.0**
Europe	33	18.6
Asia	32	18.1
Africa	8	4.5
Oceania	-	-
Latin America	91	51.4
Northern America	13	7.3
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	**7,101**	**100.0**
English only	6,701	94.4
Language other than English	400	5.6
Speak English less than "very well"	93	1.3
Spanish	147	2.1
Speak English less than "very well"	11	0.2
Other Indo-European languages	191	2.7
Speak English less than "very well"	38	0.5
Asian and Pacific Island languages	54	0.8
Speak English less than "very well"	36	0.5
ANCESTRY (single or multiple)		
Total population	**7,533**	**100.0**
Total ancestries reported	*8,471*	*112.5*
Arab	-	-
Czech[1]	8	0.1
Danish	40	0.5
Dutch	49	0.7
English	348	4.6
French (except Basque)[1]	1,651	21.9
French Canadian[1]	150	2.0
German	1,277	17.0
Greek	10	0.1
Hungarian	7	0.1
Irish[1]	768	10.2
Italian	743	9.9
Lithuanian	8	0.1
Norwegian	42	0.6
Polish	97	1.3
Portuguese	-	-
Russian	25	0.3
Scotch-Irish	111	1.5
Scottish	169	2.2
Slovak	-	-
Subsaharan African	27	0.4
Swedish	67	0.9
Swiss	-	-
Ukrainian	-	-
United States or American	343	4.6
Welsh	63	0.8
West Indian (excluding Hispanic groups)	15	0.2
Other ancestries	2,453	32.6

-Represents zero or rounds to zero. (X) Not applicable.

[1]The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Lacombe CDP, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	**5,834**	**100.0**
In labor force	3,663	62.8
Civilian labor force	3,647	62.5
Employed	3,445	59.1
Unemployed	202	3.5
Percent of civilian labor force	5.5	(X)
Armed Forces	16	0.3
Not in labor force	2,171	37.2
Females 16 years and over	**3,077**	**100.0**
In labor force	1,749	56.8
Civilian labor force	1,749	56.8
Employed	1,660	53.9
Own children under 6 years	**516**	**100.0**
All parents in family in labor force	330	64.0
COMMUTING TO WORK		
Workers 16 years and over	**3,370**	**100.0**
Car, truck, or van - - drove alone	2,753	81.7
Car, truck, or van - - carpooled	445	13.2
Public transportation (including taxicab)	21	0.6
Walked	-	-
Other means	37	1.1
Worked at home	114	3.4
Mean travel time to work (minutes)[1]	32.6	(X)
Employed civilian population 16 years and over	**3,445**	**100.0**
OCCUPATION		
Management, professional, and related occupations	942	27.3
Service occupations	584	17.0
Sales and office occupations	896	26.0
Farming, fishing, and forestry occupations	9	0.3
Construction, extraction, and maintenance occupations	595	17.3
Production, transportation, and material moving occupations	419	12.2
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	87	2.5
Construction	525	15.2
Manufacturing	230	6.7
Wholesale trade	123	3.6
Retail trade	359	10.4
Transportation and warehousing, and utilities	133	3.9
Information	104	3.0
Finance, insurance, real estate, and rental and leasing	145	4.2
Professional, scientific, management, administrative, and waste management services	299	8.7
Educational, health and social services	785	22.8
Arts, entertainment, recreation, accommodation and food services	284	8.2
Other services (except public administration)	194	5.6
Public administration	177	5.1
CLASS OF WORKER		
Private wage and salary workers	2,478	71.9
Government workers	636	18.5
Self-employed workers in own not incorporated business	324	9.4
Unpaid family workers	7	0.2

Subject	Number	Percent
INCOME IN 1999		
Households	**2,762**	**100.0**
Less than $10,000	281	10.2
$10,000 to $14,999	166	6.0
$15,000 to $24,999	478	17.3
$25,000 to $34,999	377	13.6
$35,000 to $49,999	433	15.7
$50,000 to $74,999	476	17.2
$75,000 to $99,999	299	10.8
$100,000 to $149,999	172	6.2
$150,000 to $199,999	20	0.7
$200,000 or more	60	2.2
Median household income (dollars)	37,782	(X)
With earnings	2,252	81.5
Mean earnings (dollars)[1]	48,443	(X)
With Social Security income	664	24.0
Mean Social Security income (dollars)[1]	10,250	(X)
With Supplemental Security Income	109	3.9
Mean Supplemental Security Income (dollars)[1]	7,037	(X)
With public assistance income	90	3.3
Mean public assistance income (dollars)[1]	3,296	(X)
With retirement income	509	18.4
Mean retirement income (dollars)[1]	23,407	(X)
Families	**2,053**	**100.0**
Less than $10,000	130	6.3
$10,000 to $14,999	86	4.2
$15,000 to $24,999	270	13.2
$25,000 to $34,999	332	16.2
$35,000 to $49,999	341	16.6
$50,000 to $74,999	409	19.9
$75,000 to $99,999	262	12.8
$100,000 to $149,999	167	8.1
$150,000 to $199,999	13	0.6
$200,000 or more	43	2.1
Median family income (dollars)	45,465	(X)
Per capita income (dollars)[1]	18,642	(X)
Median earnings (dollars):		
Male full-time, year-round workers	37,580	(X)
Female full-time, year-round workers	21,869	(X)

Subject	Number below poverty level	Percent below poverty level
POVERTY STATUS IN 1999		
Families	**183**	**8.9**
With related children under 18 years	149	14.6
With related children under 5 years	62	16.8
Families with female householder, no husband present	**88**	**25.4**
With related children under 18 years	69	31.8
With related children under 5 years	30	43.5
Individuals	**872**	**11.7**
18 years and over	572	10.4
65 years and over	83	10.2
Related children under 18 years	300	15.6
Related children 5 to 17 years	225	15.1
Unrelated individuals 15 years and over	269	25.9

-Represents zero or rounds to zero. (X) Not applicable.

[1]If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Lacombe CDP, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total housing units	**3,149**	**100.0**
UNITS IN STRUCTURE		
1-unit, detached	2,429	77.1
1-unit, attached	11	0.3
2 units	26	0.8
3 or 4 units	8	0.3
5 to 9 units	-	-
10 to 19 units	-	-
20 or more units	-	-
Mobile home	640	20.3
Boat, RV, van, etc	35	1.1
YEAR STRUCTURE BUILT		
1999 to March 2000	146	4.6
1995 to 1998	312	9.9
1990 to 1994	294	9.3
1980 to 1989	781	24.8
1970 to 1979	709	22.5
1960 to 1969	468	14.9
1940 to 1959	309	9.8
1939 or earlier	130	4.1
ROOMS		
1 room	50	1.6
2 rooms	73	2.3
3 rooms	223	7.1
4 rooms	498	15.8
5 rooms	799	25.4
6 rooms	620	19.7
7 rooms	392	12.4
8 rooms	314	10.0
9 or more rooms	180	5.7
Median (rooms)	5.4	(X)
Occupied housing units	**2,776**	**100.0**
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	356	12.8
1995 to 1998	779	28.1
1990 to 1994	640	23.1
1980 to 1989	539	19.4
1970 to 1979	301	10.8
1969 or earlier	161	5.8
VEHICLES AVAILABLE		
None	159	5.7
1	886	31.9
2	1,114	40.1
3 or more	617	22.2
HOUSE HEATING FUEL		
Utility gas	932	33.6
Bottled, tank, or LP gas	302	10.9
Electricity	1,520	54.8
Fuel oil, kerosene, etc	-	-
Coal or coke	15	0.5
Wood	7	0.3
Solar energy	-	-
Other fuel	-	-
No fuel used	-	-
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	23	0.8
Lacking complete kitchen facilities	23	0.8
No telephone service	113	4.1

Subject	Number	Percent
OCCUPANTS PER ROOM		
Occupied housing units	**2,776**	**100.0**
1.00 or less	2,717	97.9
1.01 to 1.50	46	1.7
1.51 or more	13	0.5
Specified owner-occupied units	**1,862**	**100.0**
VALUE		
Less than $50,000	149	8.0
$50,000 to $99,999	691	37.1
$100,000 to $149,999	487	26.2
$150,000 to $199,999	350	18.8
$200,000 to $299,999	143	7.7
$300,000 to $499,999	42	2.3
$500,000 to $999,999	-	-
$1,000,000 or more	-	-
Median (dollars)	107,800	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	1,217	65.4
Less than $300	15	0.8
$300 to $499	78	4.2
$500 to $699	287	15.4
$700 to $999	418	22.4
$1,000 to $1,499	292	15.7
$1,500 to $1,999	107	5.7
$2,000 or more	20	1.1
Median (dollars)	838	(X)
Not mortgaged	645	34.6
Median (dollars)	226	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	914	49.1
15.0 to 19.9 percent	250	13.4
20.0 to 24.9 percent	148	7.9
25.0 to 29.9 percent	111	6.0
30.0 to 34.9 percent	48	2.6
35.0 percent or more	370	19.9
Not computed	21	1.1
Specified renter-occupied units	**394**	**100.0**
GROSS RENT		
Less than $200	14	3.6
$200 to $299	54	13.7
$300 to $499	91	23.1
$500 to $749	99	25.1
$750 to $999	6	1.5
$1,000 to $1,499	5	1.3
$1,500 or more	-	-
No cash rent	125	31.7
Median (dollars)	453	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	64	16.2
15.0 to 19.9 percent	32	8.1
20.0 to 24.9 percent	19	4.8
25.0 to 29.9 percent	31	7.9
30.0 to 34.9 percent	16	4.1
35.0 percent or more	107	27.2
Not computed	125	31.7

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

Slidell, Louisiana

Coordinates: 30°16′45″N 89°46′40″W

From Wikipedia, the free encyclopedia
(Redirected from Slidell, LA)

Slidell (pronounced /slaɪˈdɛl/) is a city situated on the northeast shore of Lake Pontchartrain in St. Tammany Parish, Louisiana, United States. The population was 25,695 at the 2000 census. The Greater Slidell Community has a population of about 90,000.[1] It is part of the New Orleans–Metairie–Kenner Metropolitan Statistical Area.

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- 1 History
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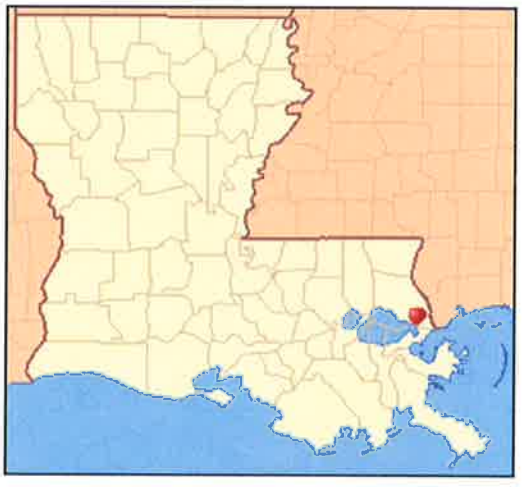
City of Slidell City	
Nickname: *The Camellia City*	
Country	United States
State	Louisiana
Parish	St. Tammany
Elevation	3 ft (0.9 m)
Coordinates	30°16′45″N 89°46′40″W
Area	12.1 sq mi (31.3 km^2)
- land	11.8 sq mi (31 km^2)
- water	0.3 sq mi (1 km^2), 2.48%
Population	29,087 (*2008*)
Density	2,175.5 /sq mi (840 /km^2)
Mayor	Ben Morris
Timezone	CST (UTC-6)
- summer (DST)	CDT (UTC-5)
ZIP codes	70458, 70459, 70460, 70461, 70469
Area code	985



Location of Slidell in Louisiana

History

Beginning

Slidell was founded on the north shore of Lake Pontchartrain in 1882 and 1883 during construction of the New Orleans and Northeastern Railroad (N.O.N.E.).[2] The N.O.N.E. line connected New Orleans to Meridian, Mississippi. The town was named in honor of American politician John Slidell, father in law of real estate developer Baron Frederic Emile d'Erlanger and officially chartered by the Louisiana State Legislature in 1888.[2]

Twentieth Century

Around 1910, Slidell began a period of economic and industrial growth. A large creosote plant was built, and Slidell became home to St Joe's, a major producer of bricks. A lumber mill and

The city of Slidell celebrated its centennial in 1988

shipyard were also built. Following the construction of Interstate 10, Interstate 59, and Interstate 12, Slidell became a major crossroads for those traversing the Gulf States.[*citation needed*]

Location of Louisiana in the United States

Website: http://www.slidell.la.us

In 1915, the creosote plant burned to the ground killing 55 workers and 3 firefighters.[*citation needed*] The plant was rebuilt on Bayou Lane, closer to a water source and closer to a fire station. Eventually, creosote polluted the bayou which was a source of drinking water for many of Slidell's residents. The creosote plant was abandoned in 1986 and then became an EPA Superfund site. The canal was dredged and waste incinerated until completion of the cleanup in 1996. At that time a boat launch was built and Heritage Park was constructed on the former site.[*citation needed*]

With the advent of the U.S. space program in the 1960s, NASA opened the Michoud Assembly Facility in New Orleans, the John C. Stennis Space Center in nearby Bay St. Louis, Mississippi, and a NASA computer center on Gause Boulevard. This nearly tripled Slidell's population over a period of ten years, and the city became a major suburb of New Orleans. Slidell is also the location of the National Weather Service forecast office for greater New Orleans.[*citation needed*]

The city hosts several parade krewes each Carnival season.[*citation needed*]

Slidell suffered extensive damage from the effects of Hurricane Katrina as the storm made final landfall in St. Tammany Parish, LA and Hancock County, MS on the morning of August 29, 2005. Although the municipal area is located about 2 miles (3.2 km) inland, parts of the city experienced a storm surge in excess of 10 feet (3.0 m). The unincorporated areas of St. Tammany Parish, to the south and east, often commonly referred to as Slidell, experienced a storm surge of 13–16 feet (4.0–4.9 m).[3]

Geography

Slidell is located at 30°16′45″N 89°46′40″W (30.279040, -89.777744)[4] and has an elevation of 13 feet (4.0 m)[5]. It is in southeastern St. Tammany Parish located approximately three miles north of Lake Pontchartrain.

According to the United States Census Bureau, the city has a total area of 12.1 square miles (31.4 km²), of which, 11.8 square miles (30.5 km²) of it is land and 0.3 square miles (0.8 km²) of it (2.64%) is water.

Climate

Slidell has a humid subtropical climate, with short, generally mild winters (slightly colder than the Southshore part of the New Orleans area) and hot, humid summers. Precipitation in winter usually accompanies the passing of a cold front.[*citation needed*] Hurricanes also pose a threat to the area, and the city is vulnerable because of its low elevation.[*citation needed*]

Climate data for Slidell, LA													
Month	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Year**
Average high °C (° F)	16.1 (61)	17.8 (64)	21.7 (71)	25 (77)	28.9 (84)	31.7 (89)	32.8 (91)	32.8 (91)	31.1 (88)	26.7 (80)	21.7 (71)	17.8 (64)	25.32 (77.6)
Average low °C (°F)	4.4 (40)	6.1 (43)	10 (50)	13.3 (56)	18.3 (65)	21.7 (71)	22.8 (73)	22.2 (72)	20 (68)	13.9 (57)	9.4 (49)	5.6 (42)	13.98 (57.2)
Precipitation mm (inches)	163.1 (6.42)	127.8 (5.03)	150.9 (5.94)	120.9 (4.76)	146.3 (5.76)	108.5 (4.27)	166.4 (6.55)	148.6 (5.85)	131.1 (5.16)	78.7 (3.10)	130.3 (5.13)	119.1 (4.69)	1,591.6 (62.66)
Source: [6] *{{{accessdate1}}}*													

Demographics

As of the census[7] of 2000, there were 25,695 people, 9,480 households, and 7,157 families residing in the city. The population density was 2,178.5 people per square mile (841.5/km²). There were 10,133 housing units at an average density of 859.1/sq mi (131.8/km²). The racial makeup of the city was 83.13% White, 13.56% African American, 0.49% Native American, 0.72% Asian, 2.05% Hungarian, 0.05% Pacific Islander, 0.62% from other races, and 1.43% from two or more races. Hispanic or Latino of any race were 2.67% of the population.

Of the 9,480 households, 36.0% had children under the age of 18 living with them, 57.4% were married couples living together, 14.0% had a female householder with no husband present, and 24.5% were non-families. 20.4% of all households were made up of individuals and 8.7% had someone living alone who was 65 years of age or older. The average household size was 2.67 and the average family size was 3.09.

In the city the population was spread out with 27.0% under the age of 18, 7.6% from 18 to 24, 28.5% from 25 to 44, 23.3% from 45 to 64, and 13.7% who were 65 years of age or older. The median age was 37 years. For every 100 females there were 92.0 males. For every 100 females age 18 and over, there were 86.0 males.

The median income for a household in the city was $42,856, and the median income for a family was $48,298. Males had a median income of $40,211 versus $26,050 for females. The per capita income for the city was $19,947. About 9.5% of families and 11.8% of the population were below the poverty line, including 17.6% of those under age 18 and 7.9% of those age 65 or over.

Education

Public schools in Slidell are operated by the St. Tammany Parish Public Schools. There are three public high schools in Slidell: Northshore High School, Salmen High School, and Slidell High School, the new Lakeshore High School, and two private high schools: Pope John Paul II High School and First Baptist Christian School. Northshore High School's Baseball team was the state champion in 2009 and the Northshore Girls Swimming Team were champions in both 2009 and 2010. The main girls swimming

sponsors are Louise Barakat and Kenta Paretti, both teachers at the school.

Transportation

Amtrak's daily Crescent connects Slidell with New York City; Philadelphia, PA; Baltimore, MD; Washington, D.C.; Charlotte, NC; Atlanta, GA; Birmingham, AL and New Orleans, LA. The Amtrak station is situated on Front Street, next to Times Bar and Grill, and also adjacent to a delicious beignet shoppe. It is located in Olde Towne Slidell, with a beautiful view of one of the city's parks, Heritage, which is complete with playground equipment for younger children and open spaces for people to play football. There are also numerous fishing spots.

Slidell is located on the southwest corner of the intersection of I-10, I-12 and I-59 and U.S. Highway 11. The I-10 Twin Span Bridge runs from Slidell over Lake Pontchartrain to New Orleans East.

Rather than using the airport codes of ASD and KASD for the existing Slidell Airport, or NEW and KNEW for the original New Orleans Lakefront Airport, or even MSY and KMSY for the Louis Armstrong International Airport, NWSFO Slidell uses IATA airport code "LIX" and ICAO airport code "KLIX" despite not corresponding to any actual airport.

Notable residents

The Train Station in Downtown Slidell, Louisiana

- Clarence "Gatemouth" Brown: world-famous multi-instrumentalist and Grammy Award winner (1924–2005)
- P.J. Brown: NBA basketball player.[8]
- Tony Canzoneri: world boxing champion
- Arthur Chevrolet: Co-founder of the automobile company that bears his name and participant in the inaugural Indianapolis 500. Suffering from depression, Chevrolet retired to Slidell, Louisiana where he later committed suicide in 1946.[9]
- Chris Duhon: former Duke University point guard and current New York Knicks starting point guard; helped Duke to the 2001 NCAA men's basketball championship. Played high school basketball at Salmen High School.
- The Residents: secretive avant-garde music group (who originally claimed to be from Shreveport).
- Mike Fontenot: 2nd baseman for Chicago Cubs. Played high school baseball at Salmen High School and college baseball at Louisiana State University.
- Gerry E. Hinton: Chiropractor and state senator, 1984–1996
- John Besh: Chef and owner of LaProvence Restaurant, Restaurant August and Luke. Recently was a finalist on the Food Network show Iron Chef America.
- Juvenile: famous southern rapper, whose home was destroyed by Hurricane Katrina.
- Rich Clementi: Mixed martial arts fighter and UFC veteran who trains and resides in Slidell.
- Matt Forté: Running back for Chicago Bears. Played at Tulane University in New Orleans and Slidell High School.
- Xavier Paul: Outfielder for the Los Angeles Dodgers.
- Ed Scogin: State representative, 1972–1992; St. Tammany Parish police juror, 1968–1972
- Clay Jordan: Survivor Thailand contestant

Slidell in the media

- Bayou Liberty is featured in a boat chase scene in the 1973 James Bond film *Live and Let Die* when James Bond is chased in a motor boat by Dr. Kananga's henchmen in motor launches.[10]
- Chacko George, who was a student at Northshore High School at the time, won the 2000 Jeopardy! Teen Tournament championship.[11]
- Slidell is named in the Lucinda Williams song "Joy" from the 1998 Album *Car Wheels on a Gravel Road.*[*citation needed*]
- It is also the title of a song in the 2005 Grayson Capps album *If you knew my mind.*[*citation needed*]
- Slidell is mentioned in the song Lake Pontchartrain by Ludo.[*citation needed*]
- Slidell (boy) is mentioned in the song "Christmas Katie" from the 1999 Widespread Panic album *'Til the Medicine Takes.*[*citation needed*]
- In the movie Dead Man Walking, Matthew Poncelet is from Slidell.
- In the movie "Dead Man Walking" the "Old Town Slidell Soda Shop" was used as an office for several scenes.

References

1. ^ Slidell.la.us
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9. ^ "Arthur Chevrolet - Biography of Arthur Chevrolet". www.spiritus-temporis.com. http://www.spiritus-temporis.com/arthur-chevrolet/. Retrieved 2009-02-26.
10. ^ Live and Let Die (1973) - Filming locations
11. ^ This is Jeopardy!

External links

- City of Slidell
- *St. Petersburg Times* Travel article
- Photographs of Hurricane Katrina's destruction in Slidell
- Information About the City of Slidell

Retrieved from "http://en.wikipedia.org/wiki/Slidell,_Louisiana"
Categories: St. Tammany Parish, Louisiana | Cities in Louisiana | Greater New Orleans | Populated places established in 1882 | Places affected by Hurricane Katrina

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Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Slidell city, Louisiana

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total population	**25,695**	**100.0**
SEX AND AGE		
Male	12,314	47.9
Female	13,381	52.1
Under 5 years	1,714	6.7
5 to 9 years	1,877	7.3
10 to 14 years	2,077	8.1
15 to 19 years	1,893	7.4
20 to 24 years	1,305	5.1
25 to 34 years	3,200	12.5
35 to 44 years	4,123	16.0
45 to 54 years	3,541	13.8
55 to 59 years	1,347	5.2
60 to 64 years	1,093	4.3
65 to 74 years	1,860	7.2
75 to 84 years	1,250	4.9
85 years and over	415	1.6
Median age (years)	37.0	(X)
18 years and over	18,769	73.0
Male	8,680	33.8
Female	10,089	39.3
21 years and over	17,859	69.5
62 years and over	4,158	16.2
65 years and over	3,525	13.7
Male	1,405	5.5
Female	2,120	8.3
RACE		
One race	25,328	98.6
White	21,360	83.1
Black or African American	3,484	13.6
American Indian and Alaska Native	127	0.5
Asian	184	0.7
Asian Indian	23	0.1
Chinese	46	0.2
Filipino	36	0.1
Japanese	14	0.1
Korean	14	0.1
Vietnamese	35	0.1
Other Asian [1]	16	0.1
Native Hawaiian and Other Pacific Islander	13	0.1
Native Hawaiian	7	-
Guamanian or Chamorro	3	-
Samoan	1	-
Other Pacific Islander [2]	2	-
Some other race	160	0.6
Two or more races	367	1.4
Race alone or in combination with one or more other races: [3]		
White	21,678	84.4
Black or African American	3,606	14.0
American Indian and Alaska Native	261	1.0
Asian	267	1.0
Native Hawaiian and Other Pacific Islander	24	0.1
Some other race	251	1.0

Subject	Number	Percent
HISPANIC OR LATINO AND RACE		
Total population	**25,695**	**100.0**
Hispanic or Latino (of any race)	687	2.7
Mexican	210	0.8
Puerto Rican	75	0.3
Cuban	69	0.3
Other Hispanic or Latino	333	1.3
Not Hispanic or Latino	25,008	97.3
White alone	20,871	81.2
RELATIONSHIP		
Total population	**25,695**	**100.0**
In households	25,348	98.6
Householder	9,480	36.9
Spouse	5,440	21.2
Child	8,111	31.6
Own child under 18 years	6,158	24.0
Other relatives	1,373	5.3
Under 18 years	659	2.6
Nonrelatives	944	3.7
Unmarried partner	422	1.6
In group quarters	347	1.4
Institutionalized population	324	1.3
Noninstitutionalized population	23	0.1
HOUSEHOLD BY TYPE		
Total households	**9,480**	**100.0**
Family households (families)	7,155	75.5
With own children under 18 years	3,416	36.0
Married-couple family	5,440	57.4
With own children under 18 years	2,456	25.9
Female householder, no husband present	1,330	14.0
With own children under 18 years	768	8.1
Nonfamily households	2,325	24.5
Householder living alone	1,938	20.4
Householder 65 years and over	825	8.7
Households with individuals under 18 years	3,815	40.2
Households with individuals 65 years and over	2,394	25.3
Average household size	2.67	(X)
Average family size	3.09	(X)
HOUSING OCCUPANCY		
Total housing units	**10,133**	**100.0**
Occupied housing units	9,480	93.6
Vacant housing units	653	6.4
For seasonal, recreational, or occasional use	40	0.4
Homeowner vacancy rate (percent)	1.5	(X)
Rental vacancy rate (percent)	11.2	(X)
HOUSING TENURE		
Occupied housing units	**9,480**	**100.0**
Owner-occupied housing units	7,211	76.1
Renter-occupied housing units	2,269	23.9
Average household size of owner-occupied units	2.71	(X)
Average household size of renter-occupied units	2.57	(X)

- Represents zero or rounds to zero. (X) Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Slidell city, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	**6,904**	**100.0**
Nursery school, preschool	529	7.7
Kindergarten	349	5.1
Elementary school (grades 1-8)	3,387	49.1
High school (grades 9-12)	1,494	21.6
College or graduate school	1,145	16.6
EDUCATIONAL ATTAINMENT		
Population 25 years and over	**16,873**	**100.0**
Less than 9th grade	807	4.8
9th to 12th grade, no diploma	2,098	12.4
High school graduate (includes equivalency)	4,957	29.4
Some college, no degree	4,449	26.4
Associate degree	849	5.0
Bachelor's degree	2,514	14.9
Graduate or professional degree	1,199	7.1
Percent high school graduate or higher	82.8	(X)
Percent bachelor's degree or higher	22.0	(X)
MARITAL STATUS		
Population 15 years and over	**19,995**	**100.0**
Never married	4,364	21.8
Now married, except separated	11,465	57.3
Separated	352	1.8
Widowed	1,612	8.1
Female	1,346	6.7
Divorced	2,202	11.0
Female	1,383	6.9
GRANDPARENTS AS CAREGIVERS		
Grandparent living in household with one or more own grandchildren under 18 years	**705**	**100.0**
Grandparent responsible for grandchildren	339	48.1
VETERAN STATUS		
Civilian population 18 years and over	**18,640**	**100.0**
Civilian veterans	3,132	16.8
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		
Population 5 to 20 years	**6,082**	**100.0**
With a disability	463	7.6
Population 21 to 64 years	**14,037**	**100.0**
With a disability	2,943	21.0
Percent employed	61.0	(X)
No disability	11,094	79.0
Percent employed	75.7	(X)
Population 65 years and over	**3,277**	**100.0**
With a disability	1,484	45.3
RESIDENCE IN 1995		
Population 5 years and over	**23,947**	**100.0**
Same house in 1995	14,288	59.7
Different house in the U.S. in 1995	9,460	39.5
Same county	4,622	19.3
Different county	4,838	20.2
Same state	2,445	10.2
Different state	2,393	10.0
Elsewhere in 1995	199	0.8

Subject	Number	Percent
NATIVITY AND PLACE OF BIRTH		
Total population	**25,588**	**100.0**
Native	25,025	97.8
Born in United States	24,806	96.9
State of residence	15,799	61.7
Different state	9,007	35.2
Born outside United States	219	0.9
Foreign born	563	2.2
Entered 1990 to March 2000	142	0.6
Naturalized citizen	325	1.3
Not a citizen	238	0.9
REGION OF BIRTH OF FOREIGN BORN		
Total (excluding born at sea)	**563**	**100.0**
Europe	183	32.5
Asia	87	15.5
Africa	11	2.0
Oceania	-	-
Latin America	214	38.0
Northern America	68	12.1
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	**23,947**	**100.0**
English only	22,751	95.0
Language other than English	1,196	5.0
Speak English less than "very well"	326	1.4
Spanish	610	2.5
Speak English less than "very well"	177	0.7
Other Indo-European languages	507	2.1
Speak English less than "very well"	119	0.5
Asian and Pacific Island languages	65	0.3
Speak English less than "very well"	30	0.1
ANCESTRY (single or multiple)		
Total population	**25,588**	**100.0**
Total ancestries reported	*27,386*	*107.0*
Arab	78	0.3
Czech[1]	134	0.5
Danish	77	0.3
Dutch	243	0.9
English	2,487	9.7
French (except Basque)[1]	3,777	14.8
French Canadian[1]	381	1.5
German	3,685	14.4
Greek	42	0.2
Hungarian	59	0.2
Irish[1]	3,708	14.5
Italian	2,456	9.6
Lithuanian	38	0.1
Norwegian	111	0.4
Polish	296	1.2
Portuguese	25	0.1
Russian	14	0.1
Scotch-Irish	518	2.0
Scottish	425	1.7
Slovak	15	0.1
Subsaharan African	310	1.2
Swedish	160	0.6
Swiss	31	0.1
Ukrainian	40	0.2
United States or American	2,248	8.8
Welsh	127	0.5
West Indian (excluding Hispanic groups)	42	0.2
Other ancestries	5,859	22.9

-Represents zero or rounds to zero. (X) Not applicable.

[1]The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Slidell city, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	**19,602**	**100.0**
In labor force	12,048	61.5
Civilian labor force	11,864	60.5
Employed	11,329	57.8
Unemployed	535	2.7
Percent of civilian labor force	4.5	(X)
Armed Forces	184	0.9
Not in labor force	7,554	38.5
Females 16 years and over	**10,632**	**100.0**
In labor force	5,524	52.0
Civilian labor force	5,512	51.8
Employed	5,254	49.4
Own children under 6 years	**1,814**	**100.0**
All parents in family in labor force	1,182	65.2
COMMUTING TO WORK		
Workers 16 years and over	**11,337**	**100.0**
Car, truck, or van - - drove alone	9,109	80.3
Car, truck, or van - - carpooled	1,564	13.8
Public transportation (including taxicab)	52	0.5
Walked	138	1.2
Other means	184	1.6
Worked at home	290	2.6
Mean travel time to work (minutes)[1]	29.1	(X)
Employed civilian population 16 years and over	**11,329**	**100.0**
OCCUPATION		
Management, professional, and related occupations	3,891	34.3
Service occupations	1,706	15.1
Sales and office occupations	3,303	29.2
Farming, fishing, and forestry occupations	20	0.2
Construction, extraction, and maintenance occupations	1,269	11.2
Production, transportation, and material moving occupations	1,140	10.1
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	227	2.0
Construction	900	7.9
Manufacturing	1,094	9.7
Wholesale trade	359	3.2
Retail trade	1,554	13.7
Transportation and warehousing, and utilities	580	5.1
Information	188	1.7
Finance, insurance, real estate, and rental and leasing	684	6.0
Professional, scientific, management, administrative, and waste management services	982	8.7
Educational, health and social services	2,172	19.2
Arts, entertainment, recreation, accommodation and food services	1,037	9.2
Other services (except public administration)	712	6.3
Public administration	840	7.4
CLASS OF WORKER		
Private wage and salary workers	8,718	77.0
Government workers	2,003	17.7
Self-employed workers in own not incorporated business	574	5.1
Unpaid family workers	34	0.3

Subject	Number	Percent
INCOME IN 1999		
Households	**9,504**	**100.0**
Less than $10,000	952	10.0
$10,000 to $14,999	533	5.6
$15,000 to $24,999	1,044	11.0
$25,000 to $34,999	1,282	13.5
$35,000 to $49,999	1,678	17.7
$50,000 to $74,999	2,006	21.1
$75,000 to $99,999	994	10.5
$100,000 to $149,999	704	7.4
$150,000 to $199,999	178	1.9
$200,000 or more	133	1.4
Median household income (dollars)	42,856	(X)
With earnings	7,493	78.8
Mean earnings (dollars)[1]	53,242	(X)
With Social Security income	2,773	29.2
Mean Social Security income (dollars)[1]	11,820	(X)
With Supplemental Security Income	345	3.6
Mean Supplemental Security Income (dollars)[1]	6,631	(X)
With public assistance income	234	2.5
Mean public assistance income (dollars)[1]	1,998	(X)
With retirement income	1,929	20.3
Mean retirement income (dollars)[1]	15,493	(X)
Families	**7,095**	**100.0**
Less than $10,000	437	6.2
$10,000 to $14,999	282	4.0
$15,000 to $24,999	635	8.9
$25,000 to $34,999	955	13.5
$35,000 to $49,999	1,344	18.9
$50,000 to $74,999	1,635	23.0
$75,000 to $99,999	876	12.3
$100,000 to $149,999	673	9.5
$150,000 to $199,999	151	2.1
$200,000 or more	107	1.5
Median family income (dollars)	48,298	(X)
Per capita income (dollars)[1]	19,947	(X)
Median earnings (dollars):		
Male full-time, year-round workers	40,211	(X)
Female full-time, year-round workers	26,050	(X)

Subject	Number below poverty level	Percent below poverty level
POVERTY STATUS IN 1999		
Families	**672**	**9.5**
With related children under 18 years	526	14.0
With related children under 5 years	244	19.4
Families with female householder, no husband present	**444**	**34.7**
With related children under 18 years	376	40.6
With related children under 5 years	203	64.9
Individuals	**2,966**	**11.8**
18 years and over	1,784	9.7
65 years and over	258	7.9
Related children under 18 years	1,172	17.6
Related children 5 to 17 years	819	16.2
Unrelated individuals 15 years and over	736	23.2

-Represents zero or rounds to zero. (X) Not applicable.

[1]If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Slidell city, Louisiana

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total housing units	**10,103**	**100.0**
UNITS IN STRUCTURE		
1-unit, detached	8,136	80.5
1-unit, attached	145	1.4
2 units	343	3.4
3 or 4 units	430	4.3
5 to 9 units	93	0.9
10 to 19 units	126	1.2
20 or more units	416	4.1
Mobile home	395	3.9
Boat, RV, van, etc	19	0.2
YEAR STRUCTURE BUILT		
1999 to March 2000	132	1.3
1995 to 1998	490	4.9
1990 to 1994	279	2.8
1980 to 1989	1,648	16.3
1970 to 1979	3,642	36.0
1960 to 1969	2,582	25.6
1940 to 1959	1,000	9.9
1939 or earlier	330	3.3
ROOMS		
1 room	22	0.2
2 rooms	189	1.9
3 rooms	481	4.8
4 rooms	1,092	10.8
5 rooms	2,029	20.1
6 rooms	2,554	25.3
7 rooms	2,084	20.6
8 rooms	1,020	10.1
9 or more rooms	632	6.3
Median (rooms)	6.0	(X)
Occupied housing units	**9,515**	**100.0**
YEAR HOUSEHOLDER MOVED INTO UNIT		
1999 to March 2000	1,548	16.3
1995 to 1998	2,461	25.9
1990 to 1994	1,627	17.1
1980 to 1989	1,505	15.8
1970 to 1979	1,569	16.5
1969 or earlier	805	8.5
VEHICLES AVAILABLE		
None	550	5.8
1	3,066	32.2
2	4,273	44.9
3 or more	1,626	17.1
HOUSE HEATING FUEL		
Utility gas	5,202	54.7
Bottled, tank, or LP gas	126	1.3
Electricity	4,139	43.5
Fuel oil, kerosene, etc	11	0.1
Coal or coke	-	-
Wood	10	0.1
Solar energy	-	-
Other fuel	4	-
No fuel used	23	0.2
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	11	0.1
Lacking complete kitchen facilities	35	0.4
No telephone service	201	2.1

Subject	Number	Percent
OCCUPANTS PER ROOM		
Occupied housing units	**9,515**	**100.0**
1.00 or less	9,272	97.4
1.01 to 1.50	143	1.5
1.51 or more	100	1.1
Specified owner-occupied units	**6,662**	**100.0**
VALUE		
Less than $50,000	248	3.7
$50,000 to $99,999	3,822	57.4
$100,000 to $149,999	2,040	30.6
$150,000 to $199,999	395	5.9
$200,000 to $299,999	113	1.7
$300,000 to $499,999	13	0.2
$500,000 to $999,999	31	0.5
$1,000,000 or more	-	-
Median (dollars)	91,600	(X)
MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS		
With a mortgage	4,603	69.1
Less than $300	27	0.4
$300 to $499	319	4.8
$500 to $699	831	12.5
$700 to $999	2,005	30.1
$1,000 to $1,499	1,184	17.8
$1,500 to $1,999	185	2.8
$2,000 or more	52	0.8
Median (dollars)	844	(X)
Not mortgaged	2,059	30.9
Median (dollars)	240	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	3,054	45.8
15.0 to 19.9 percent	1,208	18.1
20.0 to 24.9 percent	802	12.0
25.0 to 29.9 percent	475	7.1
30.0 to 34.9 percent	237	3.6
35.0 percent or more	827	12.4
Not computed	59	0.9
Specified renter-occupied units	**2,278**	**100.0**
GROSS RENT		
Less than $200	81	3.6
$200 to $299	96	4.2
$300 to $499	427	18.7
$500 to $749	960	42.1
$750 to $999	413	18.1
$1,000 to $1,499	108	4.7
$1,500 or more	41	1.8
No cash rent	152	6.7
Median (dollars)	606	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999		
Less than 15.0 percent	426	18.7
15.0 to 19.9 percent	251	11.0
20.0 to 24.9 percent	345	15.1
25.0 to 29.9 percent	181	7.9
30.0 to 34.9 percent	93	4.1
35.0 percent or more	784	34.4
Not computed	198	8.7

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.