

THE PONTCHARTRAIN TRACE

MASTER PLAN



Prepared By:

LEADER & OILER, INC.

NEW ORLEANS, LOUISIANA

In association with:

REGIONAL PLANNING COMMISSION

CHARLES M. HIGGINS CONSULTANTS, INC.

DECEMBER, 1997

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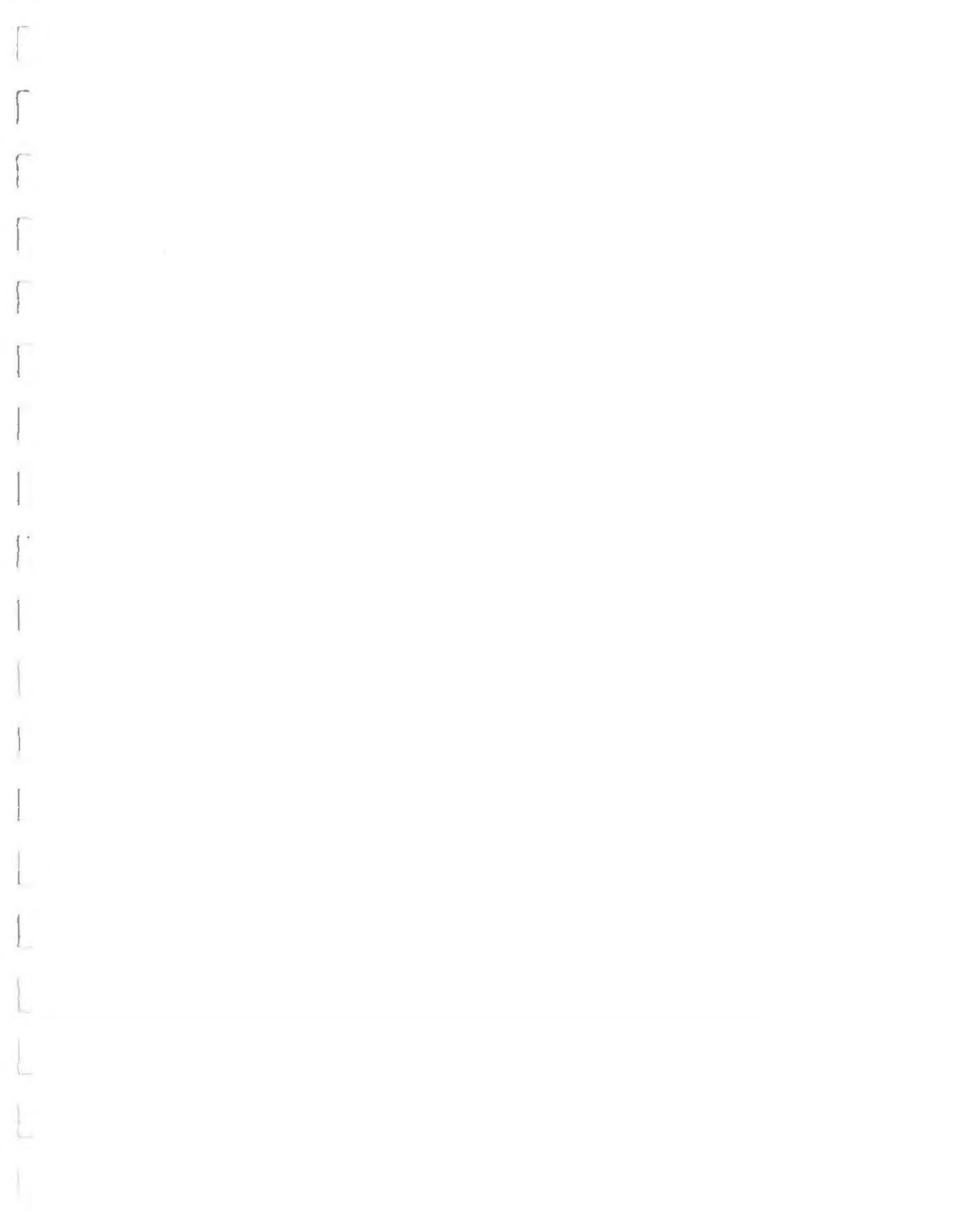


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INTRODUCTION

In the recent history of southeastern Louisiana, there have been several crusades towards the development of trail, bicycle, and multiple use facilities. In general, these facilities offer an alternative choice to motorized transportation and recreational opportunities to their users.

Some of the recent plans or developments in the area include the:

- development of a Statewide Bicycle and Pedestrian Plan
- construction of the Mississippi River Levee Path in Jefferson Parish and the continuing construction in Orleans Parish to Audubon Park
- Tammany Trace Master Plan
- Mandeville Bicycle Plan
- Hammond Phase I Bicycle Plan
- Jefferson and Orleans Bicycle Master Plan
- development of the Algiers/Gretna Mississippi River Levee Path

Although there have been several developments within the area, they remain separate without coordination confining users to a specific project area. This Master Plan proposes to connect the above efforts offering a regional facility with unlimited benefits and possibilities.

This Master Plan proposes the Pontchartrain Trace, an approximately 160 mile multiple use corridor circling Lake Pontchartrain. The Pontchartrain Trace will bring immeasurable benefits to Louisiana and to the New Orleans Metropolitan Area. Some of these benefits include:

- ◆ the connecting of Orleans, Jefferson, St. Charles, St. John the Baptist, Tangipahoa, and St. Tammany parishes (approximately one-third of the population of the State of Louisiana)
- ◆ the provision of an alternative transportation corridor
- ◆ an increase in economic development opportunities
- ◆ an increase in tourism to the region
- ◆ the provision of additional recreational opportunities in each parish and the entire region

Connection:

The proposed path will connect Orleans, Jefferson, St. Charles, St. John the Baptist, Tangipahoa, and St. Tammany parishes. Linking these parishes will enable access to an endless number of environmental, historical and cultural attractions.

Some of the major environmental attractions include Bayou Sauvage National Urban Wildlife Refuge, Fontainebleau State Park, Bayou Lacombe Fish Hatchery, Manchac Wildlife Management Area and Pass Manchac, LaBranche Wetlands, Bonnet Carre Spillway, Joyce Wildlife Management Area, bayous, cypress swamps, river levees, and

pine forests.

Historical attractions include historical towns, such as Covington, Hammond, Slidell and Ponchatoula, Rivertown Historic District, Mandeville Lakefront, Riverbend Area in New Orleans, Fort Pike, numerous plantations, and renovated timber trestles.

Cultural attractions include the Southeastern Louisiana University, the University of New Orleans, and Audubon Park.

Transportation Opportunities:

The implementation of the Pontchartrain Trace Master Plan will provide many transportation alternatives including non-motorized transportation opportunities that have not been offered in the past. The Pontchartrain Trace will serve as an alternative linkage that will service six parishes including several cities and towns. The first operating section of the Pontchartrain Trace, the Tammany Trace, is utilized as a transportation corridor by area students and nearby residents.

Economic Development Opportunities:

An increase in economic development opportunities is also a major benefit of implementation. Due to the linear nature of the facility, there is an abundance of abutting and nearby land. The Pontchartrain Trace will bring possible economic benefits to the abutting and nearby property owners who can directly benefit from the

physical structure of the Trace. An example of this would be the construction and operation of a restaurant on abutting property soliciting business directly from the users of the Pontchartrain Trace. Additionally, related retail and service industries, such as bicycle shops, restaurants, and rentals, will definitely reap benefit from the Trace.

Tourism Opportunities:

The Pontchartrain Trace will also bring increased tourism to Southeast Louisiana. The Pontchartrain Trace will offer an additional tourist destination in the area as well as provide access to other tourist attractions.

Recreation Benefits:

The recreation benefit is the most obvious of The Pontchartrain Trace. The Trace will offer the public a linear park throughout the New Orleans Metropolitan Area. This allows the user to travel from a specific origin to a specific destination. Although there exist other recreation facilities throughout the region, this is the first of its kind in the State of Louisiana.

PROJECT SCOPE:

The Pontchartrain Trace Master Plan will analyze possible corridor alignments, recommend a corridor alignment, examine physical facility requirements, present required infrastructure improvements, project capital costs, explore available funding alternatives, investigate jurisdictional issues and propose a Management Plan, and

recommend an implementation strategy.

This Master Plan focuses on the parishes bordering the northern and western edges of Lake Pontchartrain: St. Charles, St. John the Baptist, Tangipahoa, and St. Tammany parishes while connecting to the east and west termini of the Orleans and Jefferson Bicycle Master Plan.

METHODOLOGY:

The Pontchartrain Master Plan development included strong public participation elements, a literature review, and a case study.

Public Participation:

The approach to the development of the Master Plan began with the creation of a Project Steering Committee. The Project Steering Committee was formed to provide policy guidelines, and serve as the focal point for government input. This Project Steering Committee consisted of elected officials from the four involved parishes.

User group subcommittees were then formed in each parish. Members of the subcommittees were selected by the governing authority in each parish. The subcommittees consisted of any interested party, including business, environmental, levee boards, civic, tourism, neighborhood and other associations with an interest in or impact resulting from the Pontchartrain Trace. Each user group subcommittee met

several times and presented recommendations.

Public hearings were also held in each parish affording interested members of the public an opportunity for participation.

Literature Review:

The Master Plan also includes a comprehensive literature review examining applicable literature in the arena of trail development and management.

Case Study:

Additionally, a Tammany Trace case study was conducted investigating construction, operational and maintenance facets.

MASTER PLAN FORMAT:

The Pontchartrain Trace Master Plan will be presented and divided into the following chapters:

- **Chapter I** reviews relevant literature on trails
- **Chapter II** examines the Tammany Trace including funding strategies for acquisition, construction, amenities, operation, and maintenance, mechanics of daily operation, user groups of the Trace, and economic impact to St. Tammany Parish
- **Chapter III** analyzes possible corridor alignments and presents a proposed

corridor

- **Chapter IV** examines physical facility requirements for the Pontchartrain Trace
- **Chapter V** presents required infrastructure improvements and projected capital costs of the facility by segment
- **Chapter VI** explores available funding alternatives
- **Chapter VII** investigates jurisdictional issues and proposes a Management Plan for the Pontchartrain Trace
- **Chapter VIII** recommends an implementation strategy
- **Chapter IX** provides appendices containing all supporting documentation including maps, public participation documents, and environmental documents

LIST OF APPENDICES

1. PUBLIC HEARING DOCUMENTATION
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 - User Group Subcommittee Members
 - Project Meeting Dates
2. ENVIRONMENTAL DOCUMENTATION
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 - EPA Region 6 Superfund Site Status Summaries
 - Federal CERCLIS List
 - RCRA Generators List
3. AASHTO TABLES FOR DESIGN STANDARDS
4. LADOTD 1995 ADT TRAFFIC COUNTS
5. HAMMOND BICYCLE PLAN PHASE I

CHAPTER I
LITERATURE REVIEW

This chapter will review relevant literature applicable to trail development.

Applicable arenas include rail-trail use and users, the impacts of trails and trail use, affects on adjacent and nearby properties, literature relevant specifically to the Tammany Trace, and management plans for multiple use facilities.

Rail-Trail Use and Users

In 1988 alone, Rail-Trails were used over 27 million times according to the Rail-To-Trails Conservancy. Several studies have examined both the use and users of specific rail-trails. For example, a 1988 study of the Elroy-Sparta Trail in Wisconsin examined the demographics of the users of the trail. The study found that almost half of the users were from out-of-town. The study also discovered that the users traveled an average distance of 230 miles to arrive at the trail (Schwecke, et al., 1989).

Another study examined the users and the use of the Lafayette-Moraga Trail in California in 1978. This study found that the annual use totaled 116,000 visits. It was also uncovered that the most common age category was 31 to 49 and the most common travel method to the trail was by automobile (East Bay Regional Park District 1978).

A study of 19 official bike trails in Illinois found that their trails served mostly

local and regional users and was visited frequently by the same users. The trail was most used by people in the 25 to 34 age bracket. The users were also found to be educated with incomes of \$40,000 or greater (Gobster 1990).

Impacts of Trails and Trail Use:

Trails, similar to other more known forms of outdoor recreation, provide a variety of benefits to the community in which they are located. Benefits of trails include social benefits, such as the benefits reaped from social interaction and improved mental health (West 1986). Some ecological benefits that have been studied include life support, aesthetics, natural history, and curiosity seeking (Rolston 1986).

Other impacts which have been examined were the economic impacts of specific rail trails. These are mainly assessed by quantifying both the primary expenditures as well as the secondary expenditures. Primary expenditures are derived from transactions made as a direct result of the visit. Secondary expenditures are the direct effect of the primary expenditures. These secondary expenditures include increased employment and generated taxes (Alward 1986).

A study of the Sugar River Trail in Wisconsin showed that trail users spent \$430,000 in 1985. It was also discovered the users spent an average of \$9.00 a

person and out of state visitors spent twice as much. This data was collected through voluntary surveys conducted from 1979 to 1985 (Lawton 1986).

The 1988 study of the Elroy-Sparta bicycle trail found that their users spent an average of \$14 a day. The study also concluded that the total annual impact of the Trail was estimated at \$1,257,000. The expenditure data in this study was also gathered by using voluntary surveys at the trail location (Schwecke, et al. 1989).

A study in Minnesota also looked at the expenditures of the users at four different rail-trails. The average amount spent was \$7, \$10, \$1, and \$8 on each of the trails studied. This was also accomplished through survey of the users at the site (Minnesota Department of Natural Resources 1990).

In 1992, research was conducted by the U.S. Department of the Interior and Pennsylvania State University. This study sought to examine the impacts of rail-trails by selecting three very different sites. This study measured the total impact of trail use as well as the affects of trails on adjacent and nearby property values. The primary methodology chosen included survey of the users, real estate interests, and property owners (U.S. Department of the Interior 1992).

Affects on Adjacent and Nearby Properties

Although trails seem to primarily benefit their communities, there has always been underlying concern about the sentiment and property values of nearby property owners. The adjacent land owners seem to present the greatest obstacle in implementation. A study of the effects of the Burke-Gilman Trail on nearby property values and crime rates was completed in 1987. Homes abutting the trail were found to have lower rates of burglary and vandalism than the comparable neighborhood (City of Seattle 1987).

In 1980, a survey of the property owners attitudes was conducted along two proposed trails by the Minnesota Department of Natural Resources. This survey was then compared to the attitudes of property owners abutting existing trails. This study concluded that the property owners had more positive attitudes along the existing trails rather than the proposed trails and had experienced fewer problems than were anticipated (Minnesota Department of Natural Resources 1980).

The Tammany Trace

A master plan for the St. Tammany Trace was prepared in September, 1993 by a planning team composed of consultants, an engineer, a Police Juror, and citizens advisory committees for the St. Tammany Parish Police Jury. The master plan included public participation from a wide variety of user groups. The user groups included bicyclists, walkers and joggers, equestrians, tourism and business

development interests, and environmental interests. Three other rail trails were also visited to determine how each operational facility handled design concerns. The trails that were visited were the Heritage Trail (near Dubuque, Iowa), the Tallahassee/St. Marks Trail (near Tallahassee, Florida), and the Lafayette/Moraga Trail (near San Francisco, California). The goals of the planning process for the Master Plan development included:

- Maximize Transportation Opportunities Offered by the Trail
- Maximize Recreational Opportunities Presented by the Trail
- Maximize Tourism and Economic Development Opportunities
- Maximize Educational Opportunities
- Investigate Environmental Consideration
- Investigate Jurisdictional Issues Regarding Trail Development
- Investigate Public Liability Issues
- Investigate Public Safety Issues

The main focus of the Tammany Trace Master Plan was in the actual technical implementation of the plan. Prior to the opening of the first section, the technical implementation was first priority. Presently, during the construction phase, there is a great need to address the management issues involved with the implementation and continuance of the Tammany Trace.

Management Plans

Another important arena that warrants literature investigation is exploration of other management plans of similar multiple use facilities. "Paved Recreation Trails of the National Capitol Region" surveyed trails specifically in the Washington, D.C. area. The study area included both local governmental and regional jurisdiction trails. The study focused on current conditions of the trails, land use and safety issues. The study also addressed management issues briefly. The document concluded with two sets of recommendations that included approaches to trail and system design, and prioritization of construction projects. This study was also concerned with the role of the National Park Service in the management of the park. Although the study didn't have a strong focus on the actual administration of the project trails, it did set forth a few recommended components in this area. The essential components for administration included:

- the creation of a community master plan
- the employment of a full time coordinator
- county wide coordination and implementation
- maintenance of regular contact with interest groups
- a strong relationship with the Department of Transportation and Development
- continual measurement of the use of the trail
- increase and strengthen donor programs

- continual evaluation of the existing and proposed project

(Denver Service Center 1990)

There are several studies commissioned by the National Park Service that focus on management plans and environmental assessments of various national parks. The study, "North Cascades National Park - General Management Plan and Environmental Assessment", proposes a general management plan guiding resource management and recreational use of a national park in a place where recreation services and residential and agricultural uses predated the designation of the park. This study addresses resource management, community development and park operations. This study strongly suggested international coordination with the British Columbia Parks (National Park Service 1987).

The "North Forks Study Area: Glacier National Park - Montana" also proposed a management plan. This study addresses both management and development needs. The major concerns of this study include regional planning and national resource management. The case study also assesses present concessions and other facilities. It also proposed a joint international cooperative agreement, but did not go into great detail (National Park Service 1987).

CHAPTER II
TAMMANY TRACE

The Tammany Trace, Louisiana's only rail to trail conversion, is located on the abandoned Illinois Central Gulf Railroad's Shoreline Spur, in St. Tammany Parish between the City of Covington and the City of Slidell. The corridor is 31 miles in length and approximately 200 feet in width. It travels through the southern portion of St. Tammany and encompasses Abita Springs, Mandeville, and Lacombe as well as Covington and Slidell.

The Tammany Trace consists of a 10 foot wide asphalt path accompanied by a separate equestrian trail. Additionally, there are 31 timber bridges located within the 31 miles. The Trace is a multiple use linear facility accommodating pedestrians, cyclists, roller bladers, joggers, and equestrians.

As the initial section of the Tammany Trace has been open for public use since September, 1994, this section will examine the funding strategies for acquisition, construction, amenities, operation, and maintenance, mechanics of daily operation, user groups of the Trace, and economic impact to St. Tammany Parish.

Acquisition Funding Strategies:

The St. Tammany Parish Police Jury acquired the corridor on December 30, 1992 through a \$1.4 million dollar federal grant culminating a consolidated effort by the St. Tammany Parish Police Jury, interest groups, the State and Congressional Legislative Delegations, and other local, regional, state, and federal agencies. The

St. Tammany Parish Police Jury also received a \$1 million in kind donation from the property owner to provide the match for the federal funds, and negotiated the sale of the physical rail with Commercial Metals of Dallas, Texas.

Construction Funding Strategies:

Due to the length of the project and funding constraints, the Tammany Trace has been constructed in several phases. The Tammany Trace is still under construction with 17.6 miles currently open for public use. This section will examine the construction funding mechanisms in general and by phase.

General Construction Funding:

The efforts of the St. Tammany Parish Police Jury resulted in federal and state funding acquired through grants from the Intermodal Surface transportation Efficiency Act of 1991, the State of Louisiana's Office of Rural Development, and the United States Department of Agriculture. Funding was also obtained by the St. Tammany Parish Police Jury through lease negotiations with several utility providers utilizing portions of the right-of-way. Contributions were also made to the construction effort through the Tammany Trace Foundation as well as other community supporters.

Abita Springs to Mandeville:

The initial section, 8.5 miles between the Town of Abita Springs and the City of

Mandeville, opened on September 17, 1994. A "trailhead" is provided on this section near the intersection of Interstate 12 and Louisiana Highway 59. The "trailhead" facility provides parking, bicycle racks, restroom facilities, a water fountain, a playground, and a pavilion complete with picnic tables. A renovated caboose at the trailhead serves as a ranger station for the Tammany Trace rangers as well as the Tammany Trace Volunteer Rangers.

This section was constructed by the St. Tammany Parish Police Jury utilizing funds provided from a lease agreement with a utility provider. The American Public Works Association also coordinated donated labor and equipment for the clearing and preparation of the intersections. The approximate cost of the first section was \$350,000. This cost includes the clearing, grubbing, base preparation, renovation of timber bridges, asphalt, striping, and signage. This cost does not include in-house services provided by the St. Tammany Parish Police Jury such as labor and maintenance equipment.

Slidell Section:

A second section, 1.2 miles, near Slidell, opened in November, 1996. This section, from Nelso Road west to Christa Drive, also contains a "trailhead" located near the intersection of Louisiana Highway 433 and United States Highway 190. The "trailhead" currently provides parking, and a portable restroom facility for the users. The St. Tammany Parish Police Jury is presently

constructing a building which will contain restroom facilities, an office for the Rangers, and storage space. This trailhead will also have a park providing views of the bordering scenic Bayou Liberty.

This section was constructed by the St. Tammany Parish Police Jury utilizing funds derived from a lease agreement with a utility provider, private donations, and a Recreational Trails Grant from the State of Louisiana, Office of Rural Development. The American Public Works Association also coordinated donated labor and equipment for the clearing and preparation of this second section.

Mandeville to Lacombe Section:

The third section, from the city limits of the City of Mandeville to First Street in Lacombe, is 7.9 miles in length and opened on September 26, 1997. A scenic overlook is provided off of Bayou Cane in this section. A trailhead facility and parking are not yet provided for this section.

This section was funded through the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) funds through the Federal Highway Administration and the Louisiana Department of Transportation and Development. The approximate cost for this section is \$845,000. This cost includes clearing, grubbing, base preparation, renovation of 11 timber bridges, asphalt, striping, mile markers, fencing and signage.

City of Mandeville:

The fourth section, within the City of Mandeville, is also currently under construction. A trailhead for this facility is still in the planning stages.

The section will be funded through a joint effort by the City of Mandeville and the St. Tammany Parish Police Jury. The cost of this section is approximately \$70,000 including the asphalt, signage, and striping. The cost of this section was lowered due to the use of an asphalt machine owned and operated by the City of Mandeville.

Lacombe to Slidell:

The fifth section, from the terminus from the third section, First Street in Lacombe, to the terminus of the second section, near the City of Slidell will be under construction at the end of 1997. This phase includes substantial renovation of a swing bridge over Bayou Lacombe.

This section will be constructed by the St. Tammany Parish Police Jury utilizing funds derived from utility lease agreements for cellular tower locations along the Tammany Trace. The estimated cost for this section is approximately \$200,000.

Covington to Abita Springs:

The last section, 2.6 miles between Covington and Abita Springs, includes the

renovation of one bridge (approximately 940 feet in length), and the replacement of another.

This section will be funded through Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) funds through the Federal Highway Administration and the Louisiana Department of Transportation and Development. A citizen group will also contribute funding towards the construction of this phase. The approximate cost for this section is approximately \$300,000, mostly due to the cost of renovation of the bridge.

Daily Operation:

The Tammany Trace is operated and maintained by the St. Tammany Parish Police Jury. The St. Tammany Parish Police Jury employs a staff of two full-time employees, a Trace Supervisor and a Ranger Supervisor, and eleven part-time Rangers.

The Trace Supervisor is responsible for the daily supervision and operation of Tammany Trace activities. The job duties include supervising the Tammany Trace Ranger program, coordinating activities with other Parish departments and other private organizations and/or foundations, and coordinating community awareness/education programs.

The Ranger Supervisor operates under and assists the Trace Supervisor. General duties include coordinating and training of the Tammany Trace Rangers, and coordinating activities of the maintenance crew. General duties of nine part-time Tammany Trace Rangers include:

- ◆ Providing the public with directions, information, guidance, and first aid
- ◆ Protecting public property and providing public safety
- ◆ Interpreting Trace rules and regulations
- Assisting with the Volunteer Ranger Program

1998 Tammany Trace Ranger Budget:

The 1998 projected budget expenditures for the Tammany Trace Rangers is:

Ranger Salaries	2 Full-Time at \$12.85/per hour	\$53,456
	15 Part-time at \$6.15/per hour	\$95,940
Uniforms		\$300
Misc. Supplies and Equipment		\$5,000
Total		\$154,696

Rules of the Trace:

Use of the Tammany Trace is governed by specific rules and regulations. In July, 1994, the St. Tammany Parish Police Jury passed an ordinance defining these specific rules and regulations. The specific rules adopted are as follows:

- Hours of Operation:

Spring/Summer-Daily from 7:00am to 8:00pm

Fall/Winter-Daily from 7:00am to 6:00pm

Use During Closed Hours is Strictly Prohibited.
- Stay in designated areas only and on appropriately marked trails. Stay out of drainage ditches and other such structures not constructed for recreational purposes.
- Obey all federal, state, and local traffic laws. Laws will be strictly enforced.
- Park only in designated areas.
- No trespassing on private property.
- NO: Alcohol, pets, camping, fires, carrying or discharging firearms or fire works; glass containers; hunting; littering; racing; unauthorized solicitation; swimming, wading or diving; unauthorized structures or encroachments.
- Only authorized motorized vehicles are allowed.
- Disturbing plant vegetation or handling of wildlife is prohibited.

Specific Trail Rules:

- Do not exceed 20 mile per hour speed limit.
- Pedestrians and slower traffic must stay to the right of the trail in each direction. Passing traffic should notify slower traffic either by voice, horn, or bell.
- Helmets, knee pads, elbow and wrist guards are required for roller bladers.
- Helmets are required for off-road biking (when such an area has been constructed).
- Obey all traffic signs along the trail. Hazard Signs and/or reflective markings denote possible danger areas. Move as close to the center of the trail as traffic will allow.
- Horses must stay in assigned areas.
- A Coggins test is required for horses using the Tammany Trace.
- Horses must be kept at a walk in the area designated for horses on the main trail.

Bridge Etiquette:

Roller bladers yield to cyclists; cyclists yield to joggers; joggers yield to walkers; walkers yield to horses.

Daily Maintenance:

The St. Tammany Parish Police Jury also provides for the general maintenance of the Tammany Trace. A three member maintenance crew is permanently assigned to general maintenance activities. The maintenance crew has access to parish owned equipment and vehicles for their purposes.

The Tammany Trace Foundation:

The Tammany Trace Foundation is a nonprofit 501(C)3 organization created by Police Jury Ordinance. The principal responsibility of the Tammany Trace Foundation is fund raising. Through Police Jury Ordinance, the Police Jury has given the Tammany Trace Foundation authority to:

- provide fund raising to generate revenue for operation and improvements
- employ patrol rangers
- coordinate concession activities

Although the Foundation has been created, their jurisdiction remains limited to fund raising activities. Since the creation of the Foundation, the fund raising activities have included events such as parties and hay rides, corporate donations, and lease agreements. Although given authority for the employment of the Rangers, this function still remains with the Police Jury due to funding obstacles.

Volume of Tammany Trace Use:

The volume of use on the initial section has exceeded all expectations. Although there has not been an official count of users on the Trace, a windshield survey estimates that as many as 1500 users can be sighted on the Tammany Trace between Abita Springs and Mandeville during a weekend. Although the other sections have only been opened a short time, use has been estimated around 1000 on the Lacombe to Mandeville section and 400 on the Slidell section during the weekend.

Economic Impact:

The Tammany Trace has, and will continue to, demonstrate positive economic impact on St. Tammany Parish as well as generate economic development. An example of the positive economic impact and development is within the Town of Abita Springs. Major expansion to existing businesses include the expansion of the Abita Brewing Company and the inclusion of a restaurant in Rauch's Grocery store. The Trail's End Bed and Breakfast was renovated as a direct result of the Tammany Trace.

There is currently one concessionaire utilizing the Tammany Trace. The concession rents horses and trail-rides on the Tammany Trace. A second vendor has been approved and is awaiting final contract signature.

There has also been positive economic impact on other businesses in the area including businesses related to travel, trail equipment, retail, and food.

Although there is no official data on the number of hotel room nights that will be generated as a result of the Tammany Trace, the owner of the Trails End Bed and Breakfast has indicated that most of his business, about 70%, is a direct result of the Tammany Trace. The number of hotel room nights will increase as the trail continues to develop within St. Tammany Parish.

In 1993, the Tammany Trace Master Plan indicated that the direct economic impact will be about \$1.8 million annually after construction is completed. This direct economic impact was based on daily expenditures of Tammany Trace visitors of an average of \$10.00 per person per day with an annual visitation of 180,000 users. The Tammany Trace Master Plan also determined the direct and indirect annual economic impact is about \$4.5 million annually. This figure includes indirect "spin-off" economic impact and development.

CHAPTER III
TRAIL ALIGNMENT

This chapter will analyze, in detail, possible corridor alignments for the Pontchartrain Trace by Parish. In the chapter, possible alignments will be evaluated according to their attributes and deficiencies. After evaluation, a recommended alignment for the Pontchartrain Trace will be proposed.

ST. CHARLES PARISH:

Within St. Charles Parish, from the Jefferson Parish line to the St. John Parish line, there is only one possible viable route for the Pontchartrain Trace due to the location of the Mississippi River, the Bonnet Carre Spillway, and wetlands.

Although other alternatives were considered, the only feasible alignment will utilize the Mississippi River Levee and the Bonnet Carre Spillway Road. The alternatives that were considered include utilizing (1) the levee north of United States Highway 61 (Airline Highway), (2) Airline Highway, and (3) River Road.

Utilization of the levee north of United States Highway 61 (Airline Highway):

This option is not feasible as the levee is still deemed a construction site by the United State Army Corps of Engineers until its final completion. The present estimated date of completion is the year 2020.

Utilization of United States Highway 61 (Airline Highway):

This alternative is also considered not feasible. This option is not viable due to the following restrictions:

- There is a large volume of vehicular traffic with associated turning movements on Airline Highway.
- Wetlands are present south of Airline Highway.
- A canal is located north of Airline Highway.
- There exist a large number of ingress and egresses accessing industrial land uses south of Airline Highway.

Utilization of Jefferson Highway and River Road:

The use of Jefferson Highway and River Road is not viable due to the following constraints:

- The right-of-way of River Road becomes narrow west of Shell Norco. The use of this narrow right-of-way would dictate the path cross River Road twice.
- There exists a high volume of vehicular traffic utilizing both Jefferson Highway and River Road.

Recommended Alignment:

The recommended route for the Pontchartrain Trace within St. Charles Parish encompasses seventeen miles and is as follows:

Jefferson Parish Line to Bonnet Carre Spillway:

The recommended route for this section is along the crown of the levee from the

Jefferson Parish Line to the Bonnet Carre Spillway. A survey of this alignment determined the following:

- There are historic houses near the levee west of its intersection with Interstate 310. The historic houses include the Little Red Church, Messina's Plantation, and the Ormond Plantation.
- Pipe lines from the industrial land uses in the area cross the levee at several locations. In some cases, these crossings may require bridging or departure from the levee crown. The path will travel along another portion of the levee as determined by the United States Army Corps of Engineers when departure from the levee crown is required.
- Hazardous chemicals may be pumped in the pipelines crossing the levee, but the risk of possible exposure is minimum. This exposure risk is the same risk associated with the automobiles traveling on River Road
- Possible hazardous waste sites or generators are located at several points along River Road. All of the possible sites are located on the other side of River Road and should also pose less risk to the bicyclists on the levee than to the motorists traveling on River Road.

Through the Bonnet Carre Spillway:

Because of the replacement of the Mississippi River Levee with the Spillway structure through this section, it is not possible to continue the alignment on the crown of the Mississippi River levee. The recommended route for this portion

will follow the Bonnet Carre Spillway Road which belongs to the United States Army Corps of Engineers. The deficiencies to utilizing this route are as follows:

- The Bonnet Carre Spillway Road floods during high water caused by water leakage from the Spillway gate structure.
- The Spillway gates are opened during periods of extreme high water on the Mississippi River to relieve pressure on the levees down river. The opening of the gates causes deep flooding of the Bonnet Carre Spillway Road which may remain for an extended period of time.

Bonnet Carre Spillway to the St. John the Baptist Parish Line:

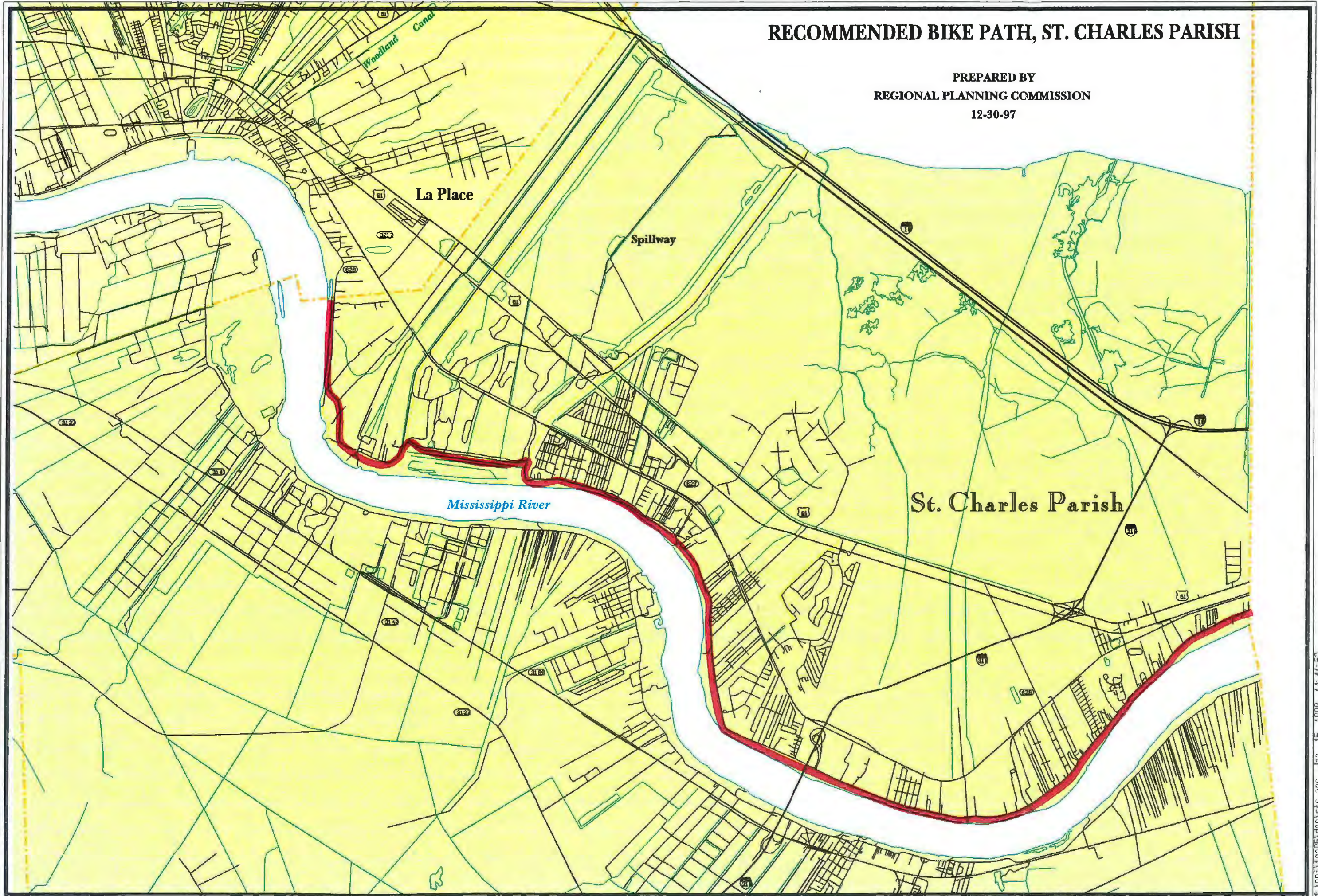
After the Bonnet Carre Spillway, the path will again utilize the crown of the levee until the St. John the Baptist Parish Line. A survey of this recommended alignment discovered no known obstacles or deficiencies to the use of the levee crown for the path.

Status of the Recommended Route within St. Charles Parish:

St. Charles Parish has entered into a contract with the United States Army Corps of Engineers for the design of the seventeen miles within St. Charles Parish.

RECOMMENDED BIKE PATH, ST. CHARLES PARISH

PREPARED BY
REGIONAL PLANNING COMMISSION
12-30-97



ST. JOHN THE BAPTIST PARISH:

St. Charles Parish Line to LaPlace:

The only viable and recommended alignment of the path in this section is to continue to utilize the levee crown from the St. Charles Parish line to the vicinity of LaPlace. In LaPlace, the path will depart from the Mississippi River Levee to travel generally north along the western edge of Lake Pontchartrain to the Tangipahoa Parish line.

LaPlace through the Interstate 10 and Interstate 55 Interchange:

In the section, from the departure of the levee and the interchange of Interstate 10 and Interstate 55, two primary possible routes (Route A and Route B) were examined:

Route A:

Route A would depart the Mississippi Levee at Cardinal Drive (LA 628-3). This possible alignment would depart the levee in a curve where River Road turns from the levee. This proposed alignment has the following deficiencies:

- There is considerable vehicular traffic at this point on River Road.
- There does not exist a viable connector between Cardinal Drive and the levee.
- Cardinal Drive is an asphaltic surfaced street with narrow gravel or dirt shoulders.

- There are two railroad crossings between the levee and U.S. Highway 61 (Airline Highway) that are not signalized with narrow shoulders and deep ditches.
- There is no traffic signal located where the proposed alignment crosses U.S. Highway 61.

Route A would then travel northeast on Cardinal Drive to its endpoint. At that point, the path will continue northeast to the Woodland Canal north to the interchange of Interstate 10 and Interstate 55.

The primary advantage to Route A is that north of U.S. Highway 61, Cardinal Drive has a low volume of vehicular traffic and leads directly to the Woodland Canal.

Route B:

Route B would depart from the Mississippi River Levee at Sycamore Loop. The possible alignment would continue to travel along Sycamore Loop to L.A.

Highway 628 (West 5th Street). The advantages to departing the Mississippi River levee at this point are:

- Sycamore Loop has a low volume of vehicular traffic and is actually a one block loop to the levee. (One block deep, one block across)
- The existing entrance to Mississippi River levee from Sycamore Loop is

presently utilized by bicyclists.

This possible alignment would exit northwest from Sycamore Loop to L.A. Highway 628 (West 5th Street) and continue to Main Street. The benefits to the use of this alignment are:

- There is an existing sidewalk on the southwest side of L.A. Highway 628 (West 5th Street) for most of the distance from Sycamore Loop to Main Street.
- The only railroad crossing is signalized and has paved shoulders.

Route B would then proceed northeast on Main Street and continue towards U.S. Highway 61 (Airline Highway). The advantages to the use of Main Street at this point are:

- Main Street is an asphaltic surfaced road with eight foot paved shoulders.
- The eastern (right) shoulder contains business parking and turning areas which currently utilize the shoulder
- The western (left) shoulder has minimum parking consisting of parallel off-street parking spaces.
- The railroad crossing located on Main Street is signalized with paved shoulders
- An operating traffic signal is located at the intersection of Main Street and U.S. Highway 61 (Airline Highway).

At this point, there are two additional possible alignments (Route B1 and Route B2) from the intersection of Main Street and U.S. Highway 61 (Airline Highway) to the intersection of Main Street and U.S. Highway 51:

Route B1:

Route B1 will proceed northwest on U.S. Highway 61 and travel to U.S. Highway 51. At the intersection of U.S. Highway 51, Route B1 will then turn northeast on U.S. Highway 51 until its intersection with Main Street. The primary deficiencies to this alignment are:

- A high volume of vehicular traffic on U.S. Highway 51 and U.S. Highway 61.
- A high volume of turning movements on the shoulders of both U.S. Highway 61 (Airline Highway) and U.S. Highway 51 created by the presence of commercial parking located within both of the right-of-ways.
- A large volume of commercial land uses on U.S. Highway 61 (Airline Highway).
- U.S. Highway 51 is a five-lane highway with no existing shoulders.

Route B2:

This possible alignment will travel northeast, cross U.S. Highway 61 (Airline Highway) and continue to travel on Main Street until its intersection U.S.

Highway 51. The advantages to this continuance on Main Street are:

- There exists considerably less vehicular traffic on Main Street than U.S. Highway 51.
- The use of Main Street would avoid the congestion present and the large number of commercial land uses located on U.S. Highway 61 (Airline Highway).

The fundamental deficiency to this alignment is as follows:

- There are no shoulders located on Main Street north of its intersection with Matthew Street.

At the intersection of U.S. Highway 51 and Main Street, Route B1 and B2 will continue to utilize U.S. Highway 51 through the intersection of Interstate 10 and Interstate 55. The deficiencies of utilizing this section of U.S. Highway 51 are:

- There is a high vehicular traffic volume on U.S. Highway 51.
- A large number of commercial land uses and accompanying turning movements exists as U.S. Highway 51 approaches the interchange of Interstate 10 and Interstate 55.
- The path would have to traverse the controlled access area under Interstate 10. This use of the controlled access is presently prohibited by the Louisiana Department of Transportation and Development.

**Recommended Route From the Levee Crown through the Interchange of
Interstate 10 and Interstate 55:**

The most acceptable and recommended route is a combination of possible Route A and Route B2 for the Pontchartrain Trace within John the Baptist Parish from the levee crown departure through the interchange of Interstate 10 and Interstate 55.

This recommended route will allow the path the following advantages:

- An exit already is utilized from the levee at Sycamore Loop
- There is a crossing at U.S. Highway 61 (Airline Highway) with an operational traffic signal at Main Street.
- The recommended alignment will avoid the heavily traveled roadways of U.S. Highway 51 (south of the interchange of Interstate 10 and Interstate 55) and U.S. Highway 61.
- The alignment will utilize the right-of-way at the Woodland Canal

The recommended route is as follows:

The alignment of the path will continue to utilize the levee crown from the St. Charles Parish line to the vicinity of LaPlace where it will depart from the Mississippi River Levee at Sycamore Loop. This possible alignment will continue to travel along Sycamore Loop to L.A. Highway 628 (West 5th Street). At the intersection of Sycamore Loop and L.A. Highway 628 (West 5th Street), the path will travel northwest to the intersection of L.A. Highway 628 (West 5th Street) and Main Street. At that intersection, the path will head northeast, cross

U.S. Highway 61(Airline Highway) until Matthew Drive. The path will follow Matthew Drive southeast until its intersection with Cardinal Drive. The use of Matthew Drive has several advantages:

- Matthew Drive is a one-way, asphaltic street heading southeast.
- Matthew Drive possesses a very low volume of vehicular traffic.

At the intersection of Cardinal Drive and Matthew Drive, the path will turn northeast and continue to the terminus of Cardinal Drive. At the end of Cardinal Drive, the path will continue to the berm located east of the Woodland Canal. This berm is located within the St. John the Baptist Parish right-of-way and is presently maintained by the parish.

The recommended alignment will continue along the Woodland Canal right-of-way and pass under the interchange of Interstate 10 and Interstate 55. At some point, the Canal becomes private, but the right-of-way seems obtainable.

Just before the path continues under Interstate 55, the path will turn towards the northwest to intersect with U.S. Highway 51.

U.S. Highway 51 to Pass Manchac:

The path will turn north at this point and continue on the shoulder of U.S. Highway 51 until Pass Manchac. In this section, two alternatives (Route A and

Route B) were evaluated:

Route A:

Route A will continue north until the Tangipahoa Parish line on the shoulders of U.S. Highway 51. The advantages to the use of U.S. Highway 51 are:

- U.S. Highway 51 is a two lane asphaltic surfaced roadway with eight foot paved shoulders.
- There is a very low volume of vehicular traffic on U.S. Highway 51.
- The Louisiana Department of Transportation and Development would conduct maintenance activities.

Route B:

Route B will continue north using the abandoned U.S. Highway 51 until Tangipahoa Parish. The fundamental advantage to this route is it will allow the construction of a separate multiple use path. Disadvantages to the use of abandoned U.S. Highway 51 are:

- Most of the bridges are irreparable including the bridge at Pass Manchac and will be expensive to renovate or replace.
- The old roadbed is covered with lush growth requiring frequent maintenance.
- Maintenance activities would have to be conducted by St. John the Baptist or some other public entity.

- The old roadbed poses potential safety concerns as the abandoned roadbed is isolated and not visible from the existing U.S. Highway 51. Additional safety measures, such as the use of rangers, would have to be implemented.

Recommended Route from U.S. Highway 51 to the Tangipahoa Parish Line:

Due to the major deficiencies of the utilization of the abandoned U.S. Highway 51, Route A, as detailed above, is the most acceptable and feasible route from north of the interchange of Interstate 10 and Interstate 55 to the Tangipahoa Parish line.

TANGIPAHOA PARISH:

Pass Manchac to Magnolia Street:

The Path will continue north and cross Pass Manchac. At this point, there are two possible alternatives, Route A and Route B, until the intersection of U.S. Highway 51 and Interstate 55.

Route A:

Route A proposes to continue north and utilize the shoulder of U.S. Highway 51 until the point where U.S. Highway 51 merges with and becomes identical with Interstate 55 south of Ponchatoula. The advantages of this route are as follows:

- U.S. Highway 51 is a two lane asphaltic surfaced roadway with eight foot paved shoulders.
- There is a very low volume of vehicular traffic on U.S. Highway 51.
- The Louisiana Department of Transportation and Development would conduct maintenance activities.

At this location of the intersection of U.S. Highway 51 and Interstate 55, Route A's alignment will continue towards Ponchatoula utilizing the Illinois Central Gulf Railroad's right-of-way. Permission has already been secured from the Illinois Central Gulf Railroad to use their right-of-way under certain conditions possibly including a fee to be remitted to ICG. The Illinois Central Railroad and the Louisiana Department of Transportation and Development has indicated it will

also require fencing of the path.

The path will then return to the shoulder of U.S. Highway 51 until its intersection with Magnolia Street in Ponchatoula. The shoulders on U.S. Highway 51 in this section are eight feet wide, but are not paved.

Route B:

Route B proposed to continue north and utilize abandoned U.S. Highway 51 until its terminus, just south of Ponchatoula. The path will then continue on the existing U.S. Highway 51 until its intersection with Magnolia Street.

Utilizing the abandoned U.S. Highway 51 will allow the construction of a separate multiple use path. This separation is the principal benefit to the use of abandoned U.S. Highway 51. Deficiencies to the use of abandoned U.S.

Highway 51 are:

- Most of the bridges are irreparable and would be expensive to renovate or replace.
- The old roadbed is covered with lush growth requiring frequent maintenance.
- Maintenance activities would have to be conducted by Tangipahoa Parish or some other public entity.
- Use of the old roadbed poses potential safety concerns as the abandoned

roadbed is isolated and not visible from the existing U.S. Highway 51.

Additional safety measures, such as the use of rangers, would have to be implemented.

Recommended Route between Pass Manchac and Magnolia Street:

Due to the major deficiencies of the utilization of the abandoned U.S. Highway 51, Route A, as detailed above, is the most acceptable and feasible route from Pass Manchac to Magnolia Street in Ponchatoula.

Magnolia Street to L.A. Highway 22:

At the intersection of U.S. Highway 51 and Magnolia Street, there are two possible alternate routes to L.A. Highway 22, Route A and Route B.

Route A:

The first possible alternative is to continue on U.S. Highway 51 until its intersection with L.A. Highway 22. The major disadvantage to this alternative is the high volume of vehicular traffic on U.S. Highway 51 and L.A. Highway 22 in this section.

Route B:

The second available option is to turn the path east on Magnolia Street at the intersection of U.S. Highway 51 and Magnolia Street and continue to Fifth Street.

This alignment does have one railroad crossing with existing appropriate signalization. The path will then travel north on Fifth Street to its intersection with L.A. Highway 22.

Recommended Route from Magnolia Street to L.A. Hwy 22:

This second option is the most logical as it avoids the heavy vehicular traffic on this section of U.S. Highway 51.

At this point, the alignment will travel in two directions (Ponchatoula to Hammond, Ponchatoula to St. Tammany Parish) as follows:

PONCHATOULA TO HAMMOND TO ST. TAMMANY PARISH:

Ponchatoula to Interstate 12:

The primary alignment will continue north crossing L.A. Highway 22 on West Fifth Street (West Fifth Street becomes Range Road after exiting the city limits of Ponchatoula). The path will continue along this alignment and cross Interstate 12.

The advantages to the use of Range Road are:

- Range Road is a parish road with narrow unpaved shoulders for most of the distance, but can accommodate the path by the installation of culverts and additional paving.
- The overpass over the Interstate has a low volume of vehicular traffic and sufficient width for the path to cross.

Interstate 12 to U.S. Highway 190:

After the crossing of Interstate 12, three possible alignments (Route A, Route B, and Route C) were examined:

Route A:

Route A will continue north along Range Road until its intersection with U.S. Hwy 190. The advantages to this alignment are:

- There is a Y access at the intersection of Range Road and U.S. Hwy 190 allowing the path to remain on the east shoulder.
- The bridge within the access has a narrow existing sidewalk.

The deficiencies to this possible alignment are:

- There is a significant volume of commercial land uses near the intersection of Range Road and U.S. Hwy 190.

Route B:

After crossing Interstate 12, Route B will travel east and utilize the shoulders of the Interstate 12 Service Road until its intersection with Airport Road. The path will then turn north on Airport Road until its intersection with U.S. Highway 190.

The disadvantages the use of the Interstate 12 Service Road are:

- There is a lack of sufficient existing shoulders on the Interstate 12 Service Road.

- The Coastal Truck Driving School is located on the service road and utilizes the area for student truck drivers.

Route C:

This possible option will continue to travel north on Range Road until its intersection with Old Covington Highway. At the intersection of Old Covington Highway, the route will then turn east onto Old Covington Highway to its intersection with Airport Road. At the intersection of Airport Road, the path will turn north. The advantages to the utilization of Old Covington Highway are:

- Old Covington Highway has narrow gravel shoulders that will require minor reconstruction.
- Old Covington Highway is the best direct route to Airport Road.
- The intersection of Range Road and Old Covington Highway and the intersection of Old Covington Highway and Airport Road both have signalized traffic control mechanisms.
- There is a low volume of vehicular traffic on Old Covington Highway.

This alignment will continue along Airport Road until its intersection with U.S. Highway 190. The primary advantage to utilization of Airport Road is:

- Airport Road is an asphaltic surfaced roadway with eight foot shoulders.

Recommended Route between Interstate 12 and U.S. Hwy 190:

Due to the low volume of vehicular traffic and the deficiencies associated with the other possible alignments, the recommended route between Interstate 12 and U.S. Highway 190 is Route C, as described above.

U.S. Highway 190 to the St. Tammany Parish Line:

At the intersection of Airport Road and U.S. Highway 190, the path will turn east along U.S. Highway 190 to the St. Tammany Parish line. The principal advantages to the use of U.S. Highway 190 are:

- The present shoulders are asphalt and are eight feet wide.
- This alignment ties in with the Hammond Bicycle Plan. Additionally, this alignment is the preferred early construction alignment as indicated by Tangipahoa and St. Tammany Parishes.

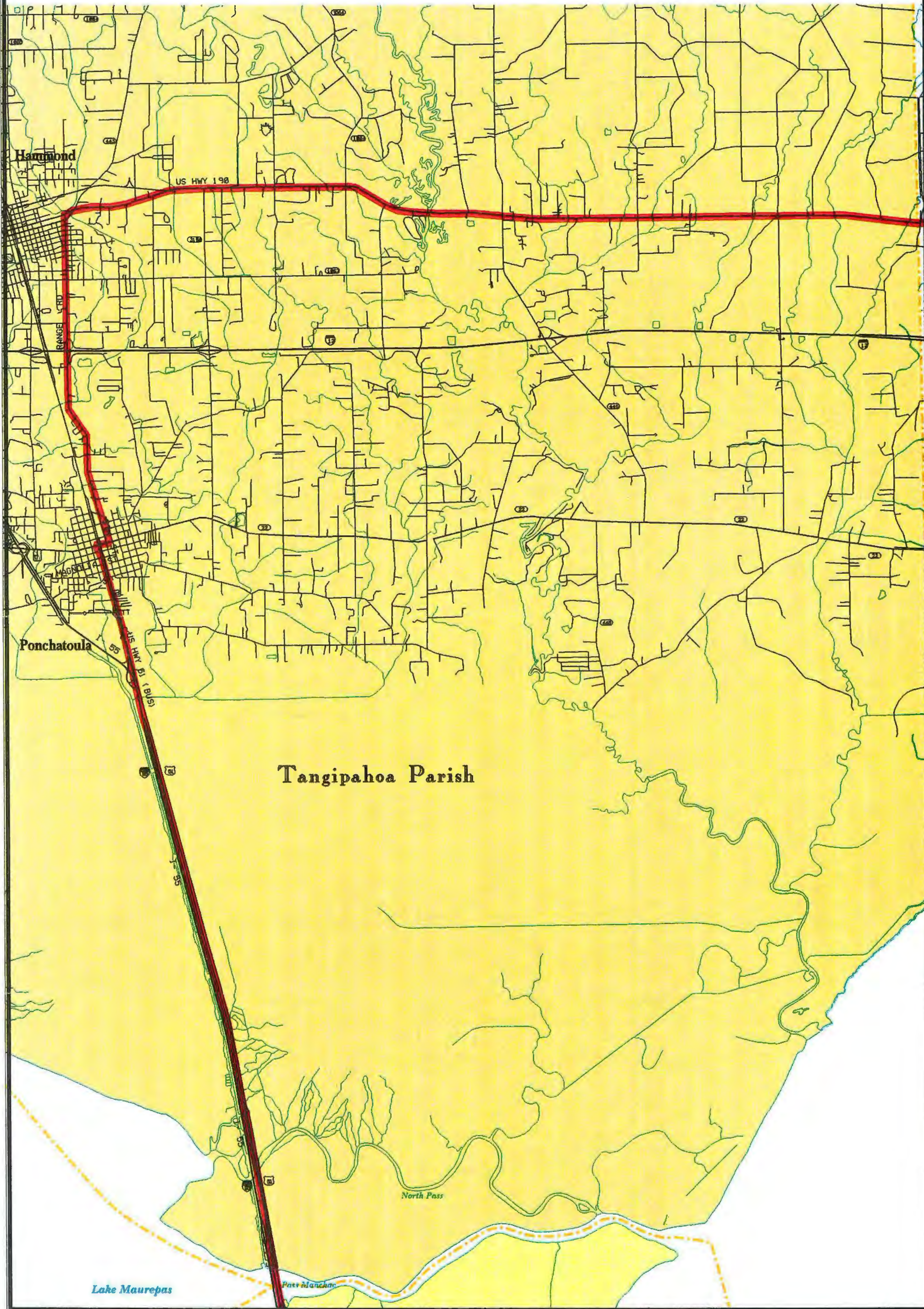
PONCHATOULA TO THE ST. TAMMANY PARISH LINE:

This possible spur will turn east at the intersection of L.A. Highway 22 and West Fifth Street in Pontchatoula and proceed along L.A. Highway 22 to the St. Tammany Parish line. The deficiencies to this route are:

- The shoulders are not paved and are only approximately five feet in width.
- The inclusion of a multiple use path will be more expensive than the U.S. Highway 190 route.
- The terminus in St. Tammany Parish does not connect with existing or proposed sections of the Tammany Trace.

ALTERNATIVE BIKE PATH, TANGIPAHOA PARISH
ROUTE A

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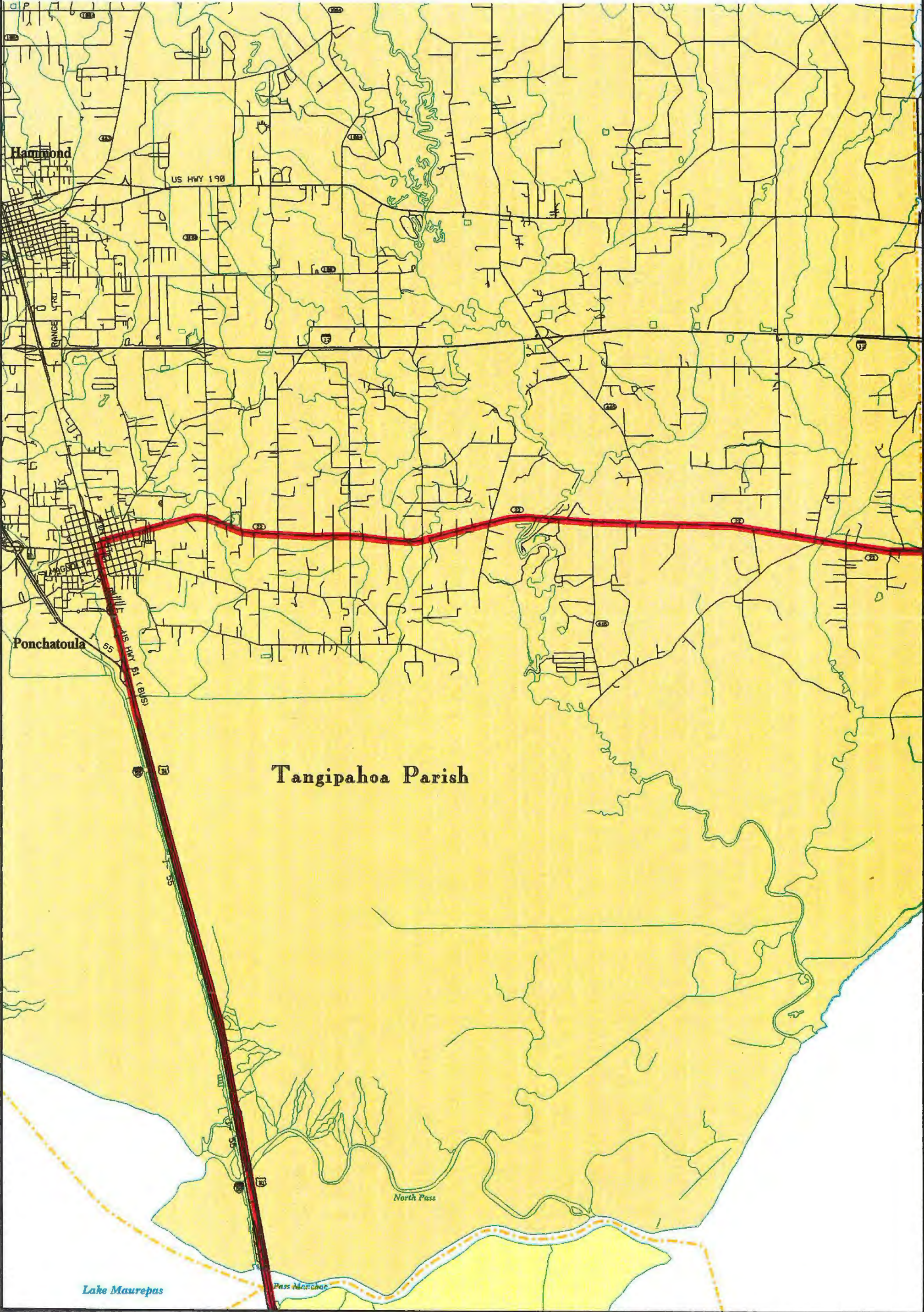
ALTERNATIVE BIKE PATH, TANGIPAHOA PARISH

PREPARED BY

REGIONAL PLANNING COMMISSION

ROUTE B

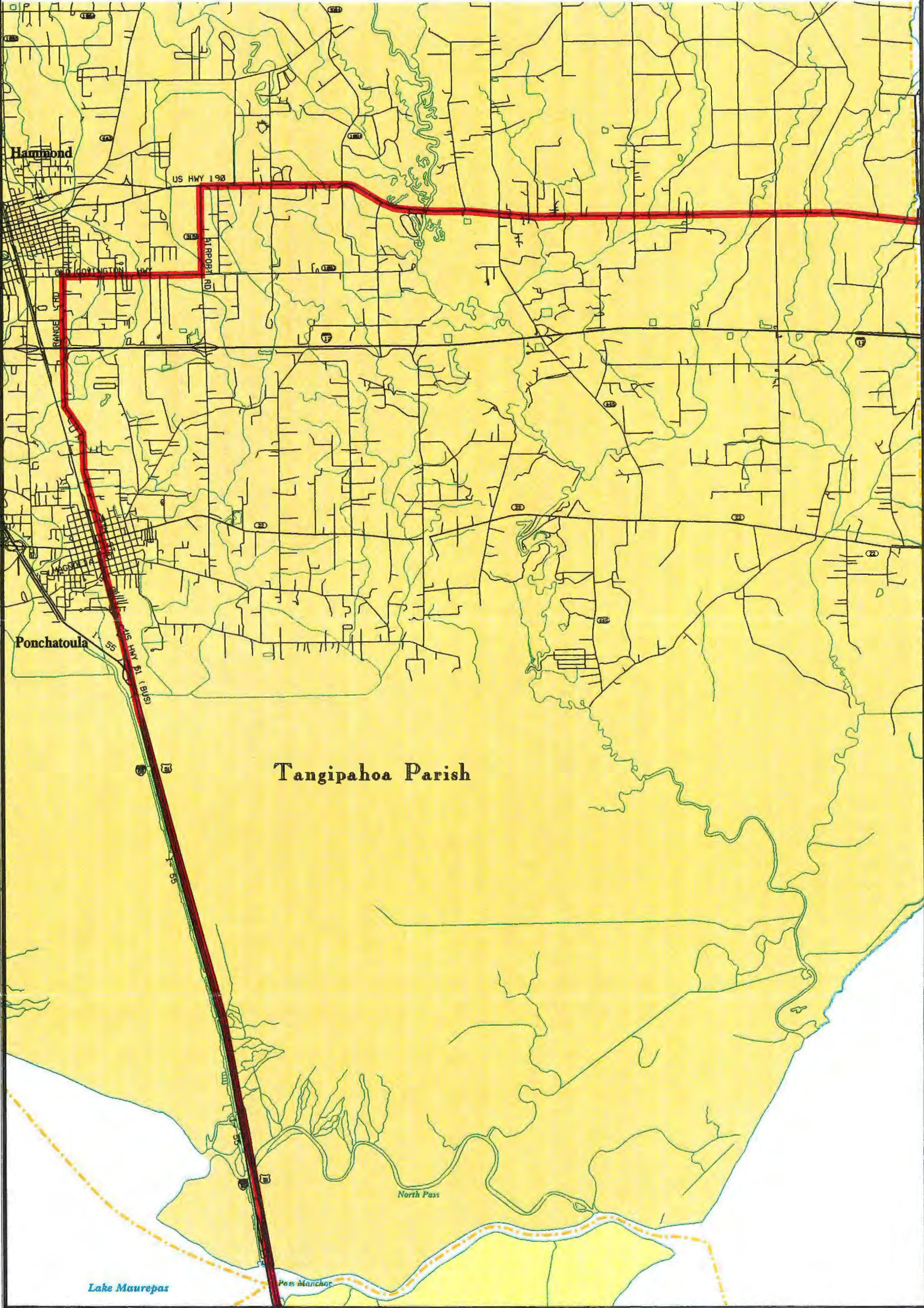
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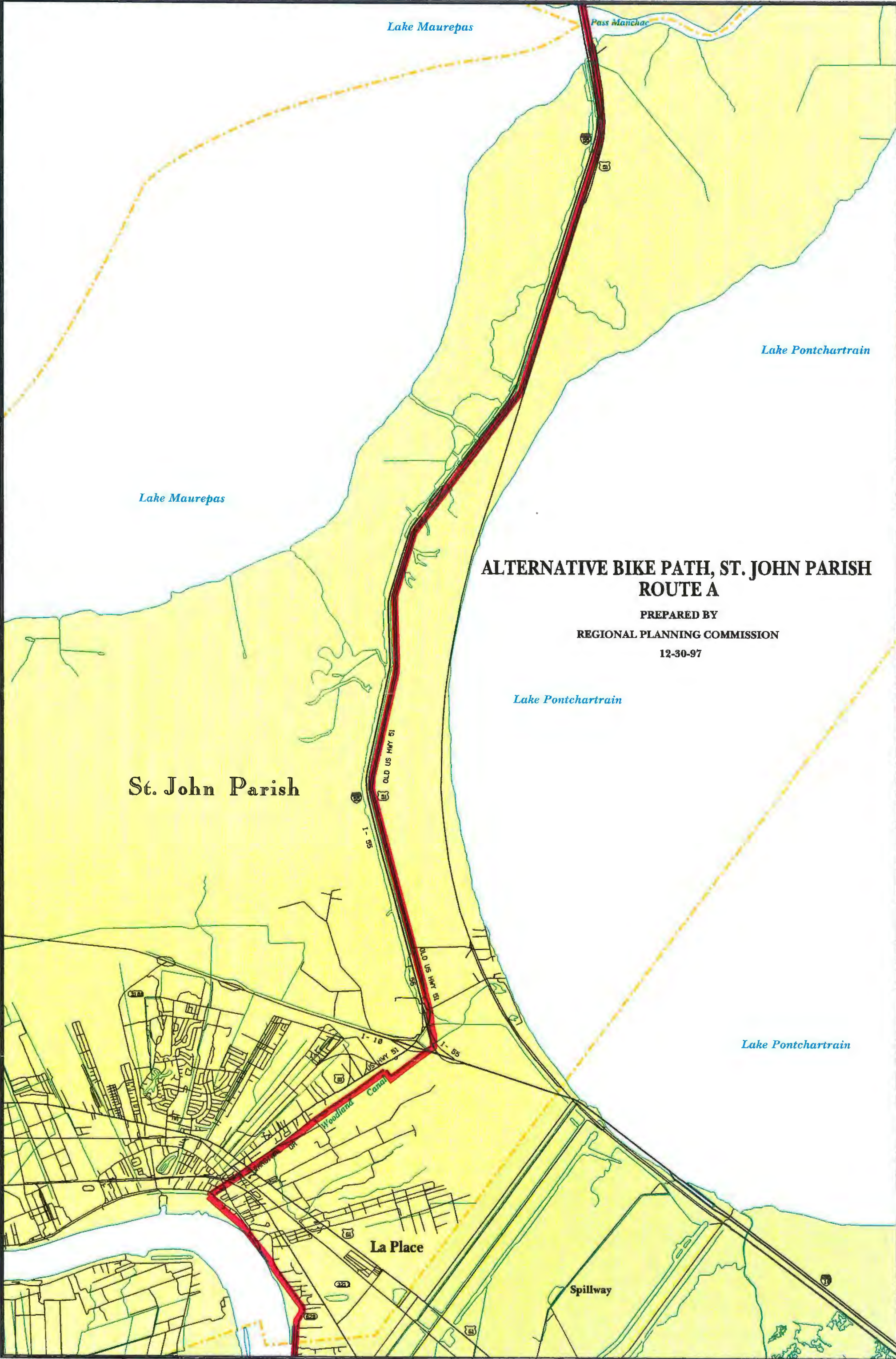


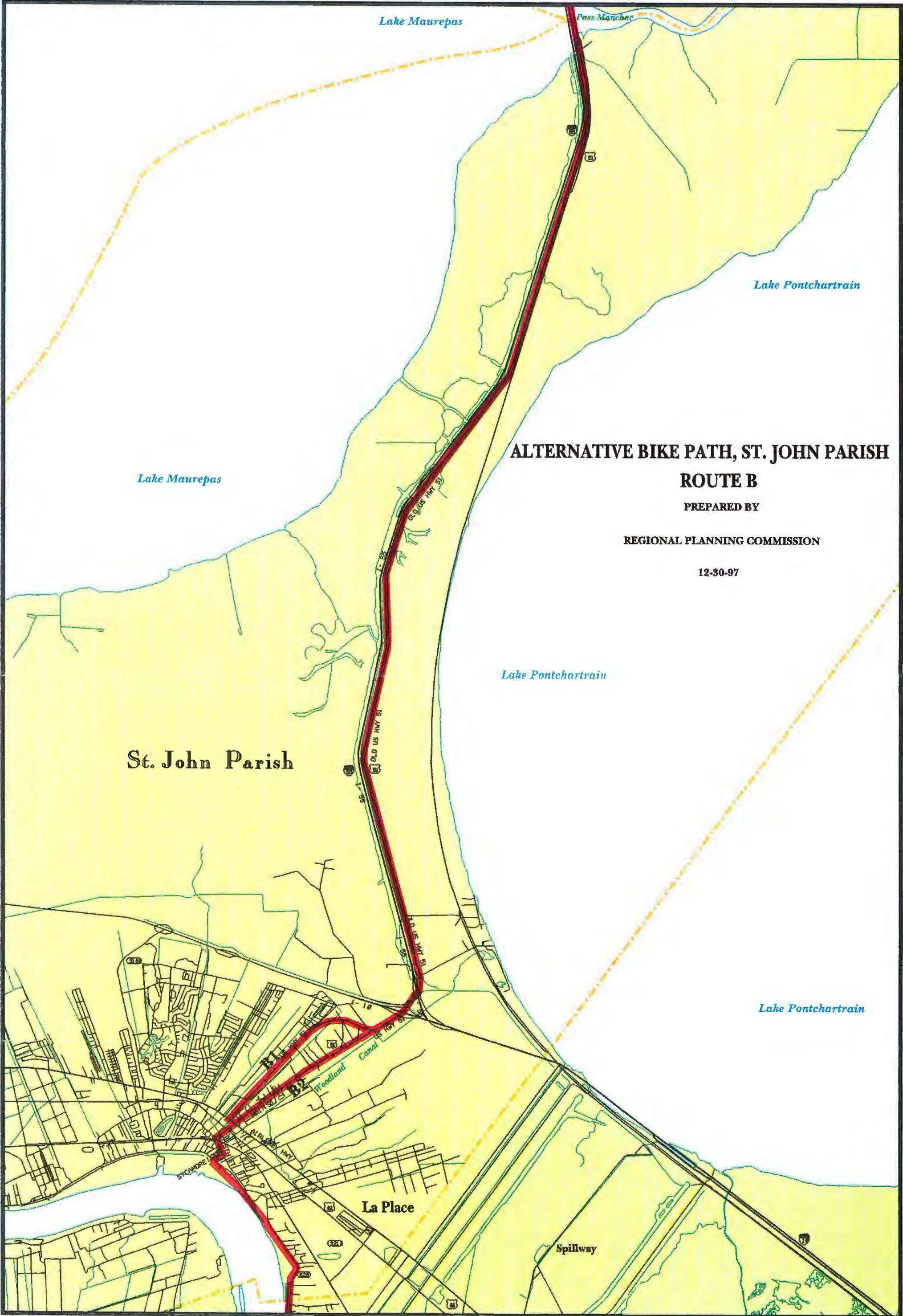
RECOMMENDED BIKE PATH, TANGIPAHOA PARISH

PREPARED BY
REGIONAL PLANNING COMMISSION

12-30-97





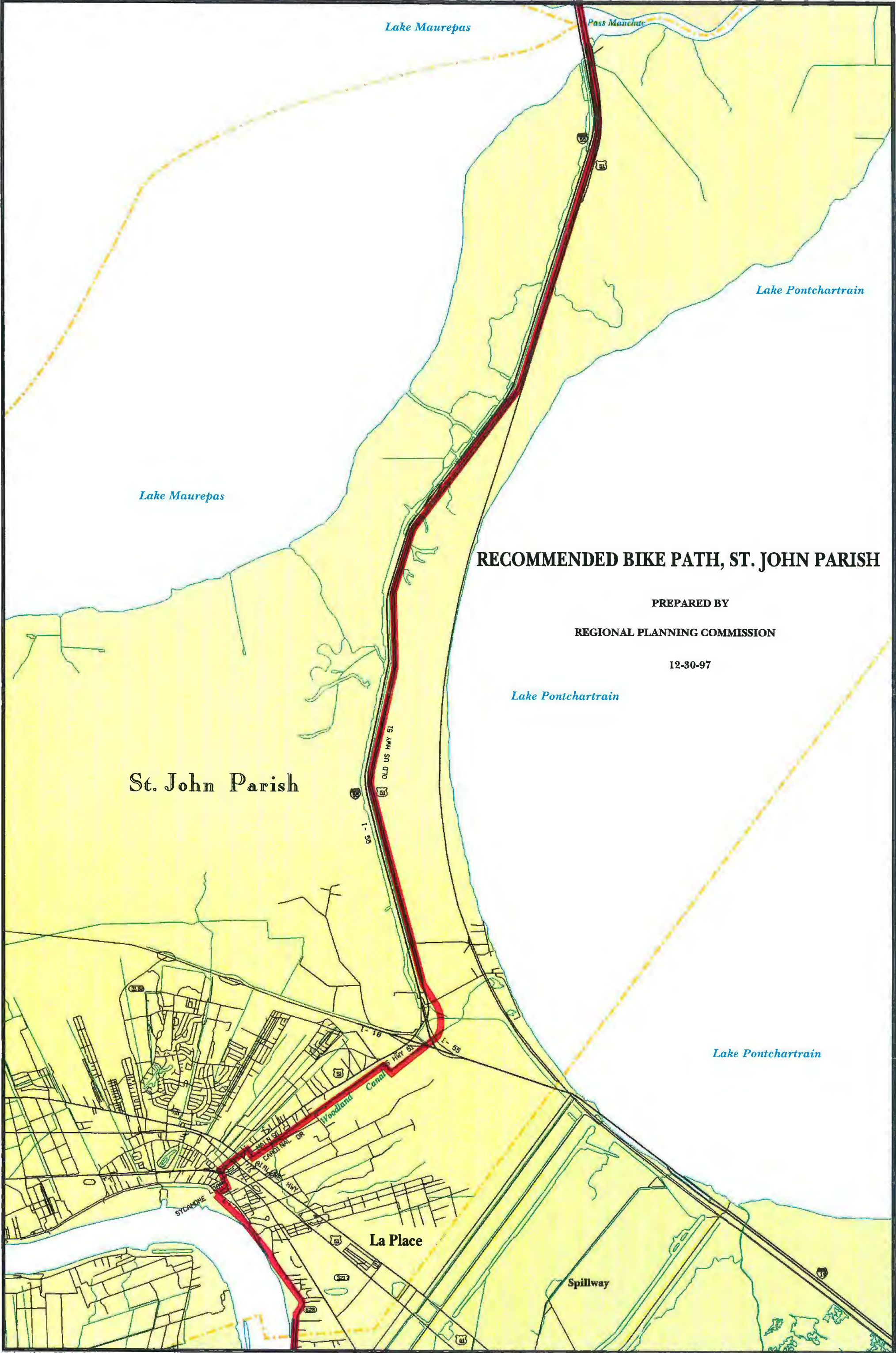


**ALTERNATIVE BIKE PATH, ST. JOHN PARISH
ROUTE B**

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REGIONAL PLANNING COMMISSION

12-30-97



ST. TAMMANY PARISH:

Within St. Tammany Parish, the path will continue from the Ponchatoula-Hammond-St. Tammany alignment in Tangipahoa Parish. A possible spur will continue through St. Tammany Parish from the Tangipahoa Parish Line located on Louisiana Highway 22.

Tangipahoa Parish Line to U.S. Highway 190 Business:

From the recommended alignment in Tangipahoa Parish along the shoulders of U.S. Highway 190 towards Covington, there is only one viable alternative. The Pontchartrain Trace, at the Tangipahoa Parish Line, will continue to utilize the existing paved shoulders of U.S. Highway 190 for approximately 6.9 miles until its intersection with U.S. Highway 190 Business. The principal advantages to the use of U.S. Highway 190 are:

- The present shoulders are asphalt and are eight feet wide.
- This alignment heads towards the City of Covington, a terminus for the Tammany Trace.

U.S. Highway 190 Business to the Tammany Trace:

The recommended alignment will continue southeast on the shoulders of U.S. 190 Business towards the center of the City of Covington. The primary advantage to the use of U.S. Highway 190 Business is:

- The present shoulders are asphalt and are approximately six feet wide.

From the intersection of U.S. Highway 190 and U.S. Highway 190B, two alternatives, Route A and Route B, were examined in order to connect the Pontchartrain Trace to the Tammany Trace.

Route A:

This route will continue from the intersection of U.S. Highway 190 and U.S. Highway 190 Business for approximately 1.4 miles to the intersection of U.S. Highway 190 Business and North Buchanon. At the intersection of U.S. Highway 190 and North Buchanon the path will travel northeast for approximately .1 miles to its intersection with 23rd Street. The use of North Buchanon has the following advantages:

- North Buchanon is a residential street with a very low volume of vehicular traffic.
- The use of North Buchanon will take the path from the heavily traveled area of U.S. Highway 190 Business (21st Street-Tyler Street).

From the intersection of North Buchanon and 23rd Street, this alignment will turn southeast on 23rd Street for approximately .7 miles to North Jefferson. The utilization of 23rd Street offers the following advantages:

- 23rd Street is a residential street with a very low volume of vehicular

traffic.

- The use of 23rd Street will take the path towards the center of the City of Covington and from the heavily traveled area of U.S. Highway 190 Business (21st Street-Tyler Street).

The Pontchartrain Trace will then continue across North Jefferson for the first block of East Gibson Street. (23rd Street terminates into East Gibson Street at its intersection with North Jefferson) The alignment continues directly adjacent to C.J. Schoen Middle School. The disadvantage to this alignment is this one-block segment of East Gibson Street is a one-way street heading southwest.

This alignment will continue for .5 miles along East Gibson Street to its intersection with the Tammany Trace. The advantages to the use of East Gibson Street are:

- East Gibson Street directly links the Pontchartrain Trace to the Tammany Trace.
- East Gibson Street primarily consists of commercial land uses and traverses through the center of the City of Covington.
- There are minimum turning movements associated with the commercial land uses. Most of the commercial land uses do not have off-street parking.

The difficulty to the use of East Gibson Street is the presence of inadequate shoulders and the presence of parallel parking.

Route B:

This route will continue from the intersection of U.S. Highway 190 and U.S. Highway 190 Business (21st Street) to the intersection of U.S. Highway 190 Business and North Jefferson. The primary disadvantages to the use of U.S. Highway 190B are as follows:

- U.S. Highway 190 Business is an asphaltic surfaced roadway with a relatively high volume of vehicular traffic.
- U.S. Highway 190 Business has many commercial land uses with associated turning movements.

The Pontchartrain Trace will turn northeast on North Jefferson until its intersection with East Gibson Street. At the intersection of North Jefferson and East Gibson, the Path will turn east until the Tammany Trace.

Recommended Alignment from the intersection of U.S. Highway 190 and U.S. Highway 190 Business to the Tammany Trace:

Due to the high volume of traffic and the abundance of commercial land uses, Route A, as described above, is the preferred alignment.

Possible Spur:**Tangipahoa Parish Line to Madisonville:**

This possible spur will continue east from the Tangipahoa Parish Line towards Madisonville. The deficiencies to this route are:

- The shoulders are not paved and are only approximately five feet in width.
- The inclusion of a multiple path users will be more expensive than the U.S. Highway 190 route.
- The terminus in St. Tammany Parish does not connect with existing or proposed sections of the Tammany Trace.

Covington-Abita Springs-Mandeville-Lacombe-Slidell:

This section of the Pontchartrain Trace will utilize and coexist with the Tammany Trace. The Tammany Trace, as noted previously, is a 31 mile multiple use linear corridor that connects Covington, Abita Springs, Mandeville, Lacombe, and Slidell. This is the ideal alignment for the Pontchartrain Trace through most of St. Tammany Parish.

Tammany Trace to the Orleans Parish Line:

From the terminus of the Tammany Trace near the site of the Slidell Depot, the path has two primary alternatives, Route A and Route B.

Route A:

The first alignment proposes the path continue south along U.S. Highway 11 (Front Street) to its intersection with U.S. Highway 190B (Fremeaux Avenue west of Interstate 10, Shortcut Highway east of Interstate 10). At the intersection of U.S. Highway 11 and U.S. Highway 190B, the path will turn east along U.S. Highway 190B until its intersection with Interstate 10. The difficulty with the use of U.S. Highway 190B (Fremeaux Avenue) are:

- Fremeaux Avenue is a heavily traveled roadway with a variety of commercial and residential uses west of Interstate 10.

The advantage to the use of U.S. Highway 190B (Fremeaux Avenue) is:

- Fremeaux Avenue is a four lane concrete roadway.

The Pontchartrain Trace will continue along U.S. Highway 190B (Short Cut Highway) under Interstate 10 for approximately 5.9 miles until its intersection with U.S. Highway 90. The advantages to the use of Short Cut Highway include the following:

- Short Cut Highway has a relatively low volume of vehicular traffic.
- NorthShore High School is located on the north side of Short Cut Highway.
- Short Cut Highway is a two lane asphaltic surfaced roadway with six to eight foot shoulders.

At the intersection of U.S. Highway 190 and U.S. Highway 90, the proposed alignment will travel southwest along U.S. Highway 90 to the Orleans Parish Line. The advantages to the use of this segment of U.S. Highway 90 are:

- U.S. Highway 90 has a relatively low volume of vehicular traffic.
- The historic White Kitchen and park are located at the intersection of U.S. Highway 190B and U.S. Highway 90.

Route B:

The second alternative proposes that the Pontchartrain Trace continue along U.S. Highway 11 to the Orleans Parish Line. The major disadvantages to this alignment are:

- U.S. Highway 11 is a heavily traveled five lane roadway.
- There is an abundance of commercial land uses with associated turning movements.
- The existing U.S. Highway 11 bridge is a two lane bridge with very narrow shoulders.

**RECOMMENDED ALIGNMENT FROM THE TERMINUS OF THE
TAMMANY TRACE TO THE ORLEANS PARISH LINE:**

Due to the present limitations of the three Lake Pontchartrain bridge crossings

(U.S. Highway 11, Interstate 10, and U.S. Hwy 90) to Orleans Parish, Route A is the most feasible option. Additionally, Route A will connect to the Orleans/Jefferson Parish Bicycle Plan.

Please note the use of the U.S. Highway 11 bridge, Route B, would be recommended if an additional span across Lake Pontchartrain was constructed resulting in the prohibition of vehicular traffic on the U.S. Highway 11 bridge. Recent Toll Road legislation has allowed the possibility of such an additional span.

ENVIRONMENTAL CONSTRAINTS AND OPPORTUNITIES:

The environmental constraints and opportunities associated with the proposed alignment of the Pontchartrain Trace were surveyed during the development of this Master Plan. It was determined that environmental clearances must be obtained by the sponsor of each specific segment of the proposed alignment.

The initial environmental survey of the proposed corridor included the following sources:

- Environmental Determination Letter: June 23, 1997
- EPA Region 6 Superfund Site Status Summaries
- Federal CERCLIS List

- RCRA Generators List

The above survey sources are included in the appendices of this Master Plan.

BIKE PATH, WEST ST. TAMMANY

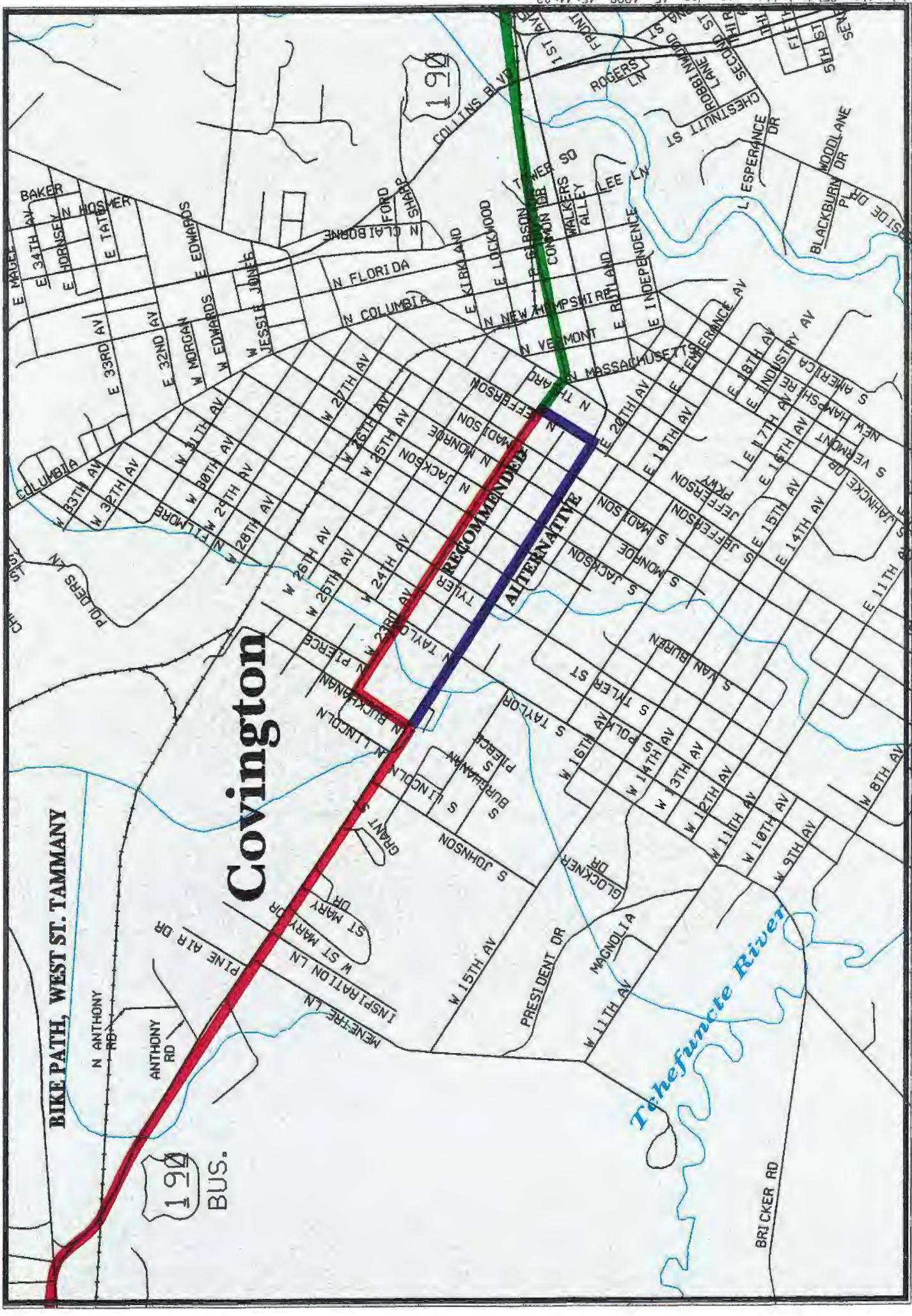
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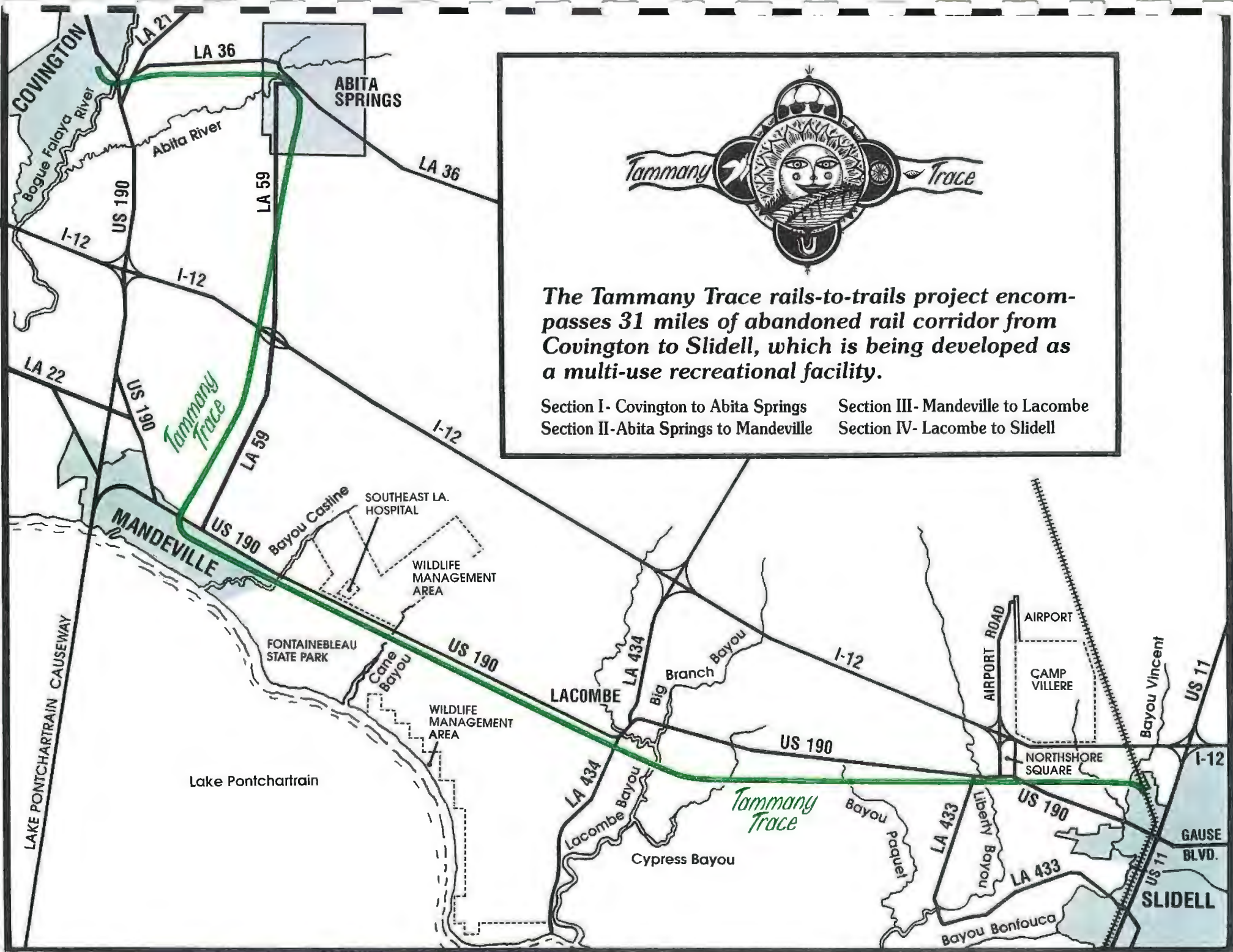
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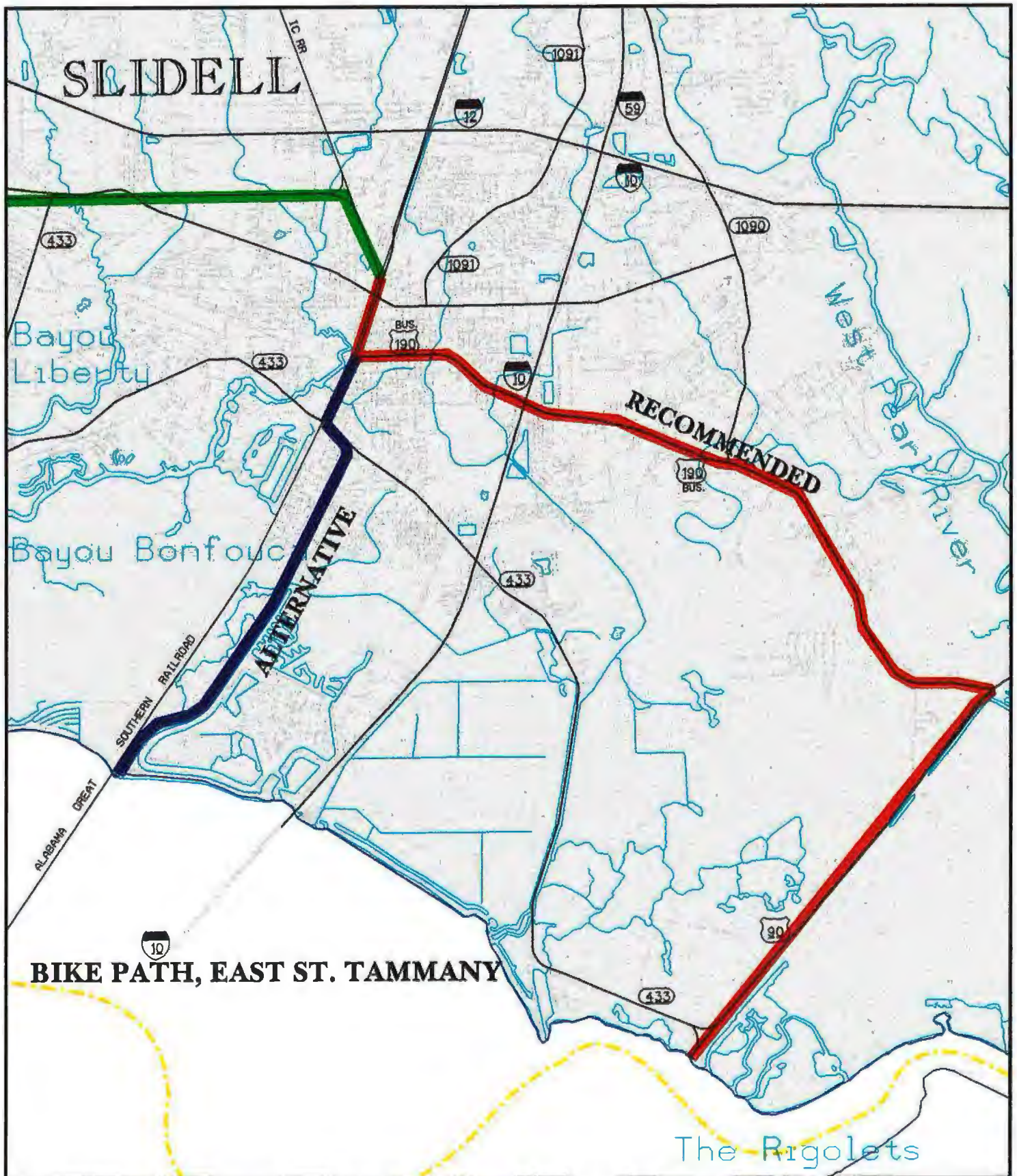
BRICKER RD

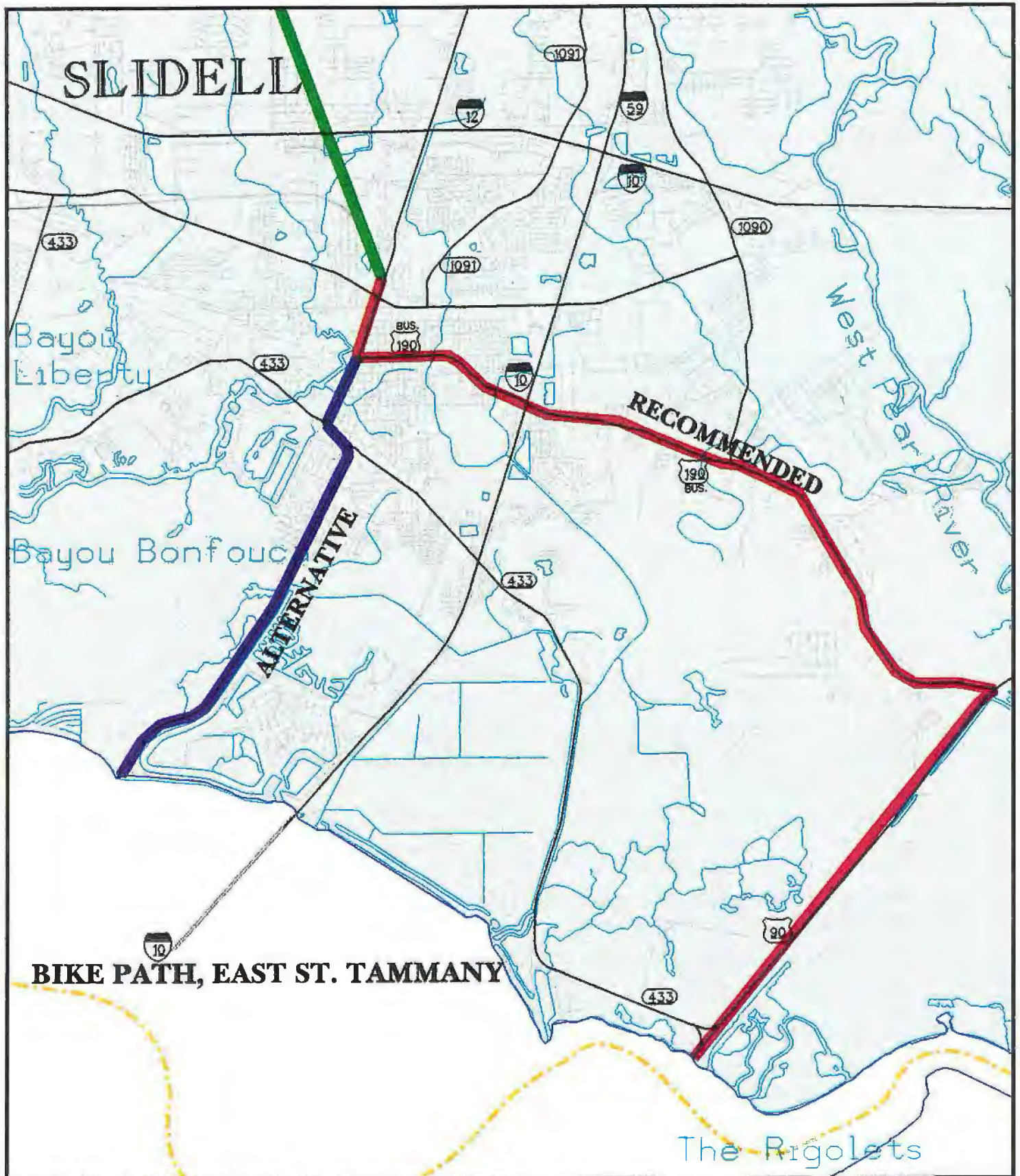




The Tammany Trace rails-to-trails project encompasses 31 miles of abandoned rail corridor from Covington to Slidell, which is being developed as a multi-use recreational facility.

Section I- Covington to Abita Springs Section III- Mandeville to Lacombe
Section II- Abita Springs to Mandeville Section IV- Lacombe to Slidell





CHAPTER IV
TRAIL FACILITIES

In 1991, the American Association of State Highway and Transportation Officials (AASHTO) composed a "Guide for the Development of Bicycle Facilities". This chapter will briefly outline and present the general design standards for the Pontchartrain Trace based on the AASHTO standards. Generally, highway design standards for bicycle and pedestrian facilities should be governed by the rules of the road with special attention on safety considerations. The basic design standards that are in this chapter include general design configurations, traffic control standards, and intersection requirements.

DESIGN CONFIGURATIONS :

Bicycle and pedestrian facilities can be divided into two categories: on-street facilities and off-street facilities. In general, on-street facilities are suitable for bicycle traffic, while off-street facilities can accommodate multiple use, pedestrian, and bicycle traffic.

On-street facilities are defined as those facilities in which vehicular traffic shares the roadway with bicycle traffic. The four types of on-street facilities are:

- Bicycle Lane or Route
- Paved Shoulder
- Shared Lanes
- Wide Curb Lanes

Off-street facilities are defined as those facilities in which the bicycle and pedestrian traffic is physically separated from the vehicular traffic by an open space, barrier, or a separate right-of-way. The two types of off-street facilities are:

- Separate Multiple Use Path
- Improved Sidewalk with Ramp Access

On-Street Facilities:

Bicycle Lane or Route:

A portion of a roadway can be designated as a Bicycle Lane or Route through proper signage, striping and/or pavement markings for the preferential or exclusive use of bicyclists. Designated bicycle lanes should be considered when it is desirable to delineate the rights-of-way assigned to bicyclists and motorists, and to provide for more predictable movements by each.

Bicycle Lanes should always be one-way facilities carrying bicyclists in the same direction as the motorists. Two-way bicycle lanes on one side of the roadway promote riding against the vehicular traffic and should be avoided. On one-way streets, bicycle lanes should be on the right side of the street. Designated bicycle lanes are intended for use within urban settings.

The recommended width for a bicycle lane varies with the conditions and facilities on a given roadway. The three options for the lanes are as follows:

- Curbed roadway with parking
- Curbed roadway with no parking
- Roadway with no curb or parking

In cases of a curbed roadway with street parking, the bicyclists should be separated from the other users. A minimum of five feet for bicycles is required for curbed streets with parking. Bicycle lanes should always be located between the parking lane and the motor vehicle lanes. While a striped line between the parking lane and the bicycle lane is optional, it is suggested when the parking spaces are not delineated and where there is concern that the motorists may misconstrue the bicyclist lane to be a vehicular traffic lane.

On a street where parking is prohibited, a minimum of five feet is also recommended. On these types of curbed streets, at least four of the five feet should be located on the other side of the gutter pan seam to avoid the possibility of debris, or an uneven longitudinal joint.

On a street with no curb or parking, the bicycle lanes should be located between the shoulder and the motor vehicle lanes. A minimum width of five feet is also required, but a greater width is preferable. Additional widths are highly

suggested where substantial volume of vehicular traffic is present, where the motor vehicle speed limit exceeds thirty-five miles per hour, or where the shoulder is not paved.

Paved Shoulders:

On roadway segments which do not have curb construction, a minimum of four feet of paved shoulders should be provided to accommodate bicycles. Unlike bicycle lanes, shoulders have no pavement markings and are not intended for the exclusive use of bicycles. On roadways with higher speed limits and that are heavily traveled, shoulders should be at least six feet in width. This type of facility is most appropriate in rural areas and on major arterials in urban areas.

Shared Lanes:

Shared Lanes, although not necessarily designed as bicycle facilities are important to recognize as most bicycle travel presently occurs on these types of roadways. Shared Lanes typically feature existing lane widths of twelve feet or less with no existing shoulders. Vehicular traffic can not pass safely unless they cross the center line or move into another traffic lane.

On local, residential roadways with low vehicular traffic volumes and motor vehicle speed limits of 30 miles per hour or less, shared lanes should not present problems for bicyclists. With higher speed limits and greater traffic volumes,

shared lanes become less attractive and pose a safety threat. Shared lanes usually do not demand special signing, striping or pavement markings.

Wide Curb Lanes:

A right lane of twelve feet or wider can accommodate both bicycles and motor vehicles better than Shared Lanes. A wide curb lane allows motorists to pass bicyclists without changing lanes or moving across the center line. Generally, a right lane width of fourteen feet is desired. Usable width of fourteen feet is calculated from curb to lane stripe or from the edge line to the lane stripe.

Adjustments should be made if drainage grates, parking, or longitudinal joints are present. A width larger than fourteen feet may encourage two motor vehicles to operate in one lane.

Wide Curb Lanes generally do not require special signing, striping, or pavement markings.

Off-Street Facilities:

Separate Multiple Use Path:

The separate multiple use path will be utilized to service corridors not served by roadways or where wide right-of-way exists, permitting the construction of such facilities. Examples of this separation includes the use of abandoned rail corridors

and the levee crowns. AASHTO recommends a section be a minimum of eight feet to a desired twelve feet with two foot shoulders on each side. To include in-lane skating, IISA recommends a ten foot minimum with two and one-half foot shoulders on each side.

In conclusion, separated multiple use facilities within the Pontchartrain Trace should require a minimum width of ten feet accompanied by two and one-half foot shoulders on both sides. Additionally, the multiple use separated facilities should have a minimum vertical clear zone of ten feet. The multiple use facilities should contain special signage, striping, and pavement markings.

Improved Sidewalks with Ramp Access:

In many instances, present sidewalks accommodate both bicycle, in-line skating and pedestrian traffic. Bicyclists and in-line skaters on sidewalks have to make special efforts to avoid collisions as motorists usually do not expect to see a fast moving vehicle on the sidewalk. Due to the conflict between motorists, pedestrians, in-line skaters and other obstacles, a sidewalk should not be designated unless it is improved to a suitable width of five feet and is in conjunction with a bicycle facility.

TRAFFIC CONTROL:

Traffic control devices, intended for motorists or users of a multiple use path, must adhere to the following basic requirements in order to perform their intended functions:

- Fulfill a need
- Command attention and respect of the users
- Convey a clear, simple meaning
- Allow adequate time for proper response

The design, location, operation, maintenance, and uniformity of traffic control devices must be considered to meet the above requirements. Traffic control devices include signage, striping, pavement markings, and traffic signals.

Signage:

Proper signage along the Pontchartrain Trace fulfills four basic functions:

- Regulate path usage
- Direct path users along and to pre-established routes
- Warn users of potential hazards and unexpected conditions
- Inform users of sites of historical, geographical, or environmental importance

An effective and comprehensive signage plan should be developed and implemented throughout the Pontchartrain Trace. A comprehensive signage plan

can influence the visual character and safety of the path. A cohesive signage plan is also essential for the protection of public liability and to the success of the Path. At a minimum, the signage plan should be adopted by each parish and consist of the following attributes:

Regulatory Signage:

There will be a need to regulate Pontchartrain Trace usage and to inform the users of such regulations, and provide safety instructions. Please note that any Regulatory Signage should conform to MUTCD standards. Regulatory signage that should be included, but are not limited to, the following:

- Speed limit signs
- Intersection signage that is developed by a qualified traffic engineer
- "Rules of the Path" signs to be located, at a minimum, at each intersection to inform users of prohibitions and use regulations
- Station Markers to provide location information to public safety personnel allowing expedient response as well as to the path users.

Stations markers should be located every half mile.

Directional Signage:

Directional Signage will be a key component to the success of the Pontchartrain Trace. Directional Signage should be designed to direct the users to the path as well as along the path. Directional Signage should also be designed along the

path to direct the path users to nearby businesses and attractions. This type of directional signage is important to enhance the economic development opportunities afforded by the development of a path near commercial businesses.

Warning Signage:

Warning signage will have to be installed to inform the path users of potential hazards and/or unexpected conditions. These signs should also be in conformance to MUTCD standards. Warning signs should be installed, but are not limited to, the following circumstances:

- where there is a change in the physical nature of the path, such as a change in width, elevation, and/or surfacing material
- where there is a change in the types of users on the path, such as the inclusion of horses or commercial vehicles (e.g. the levee crown within St. Charles Parish)

Striping and Pavement Markings:

Appropriate striping and markings are extremely important at intersections and on roadways with designated bicycle. The striping and markings should be developed by a traffic engineer and be in conformance with MUTCD and AASHTO standards. Striping and markings delineate the separation of the lanes between the path users and motorists. They also assist path users by demonstrating the assigned path, and providing advance information concerning

upcoming turning or crossing maneuvers. Proper striping and markings also alert the vehicular traffic through reflective pavement markings and the use of symbols and messages stenciled on the surface of the designated multiple use lane.

Traffic Signals:

Traffic signals may be installed for the Pontchartrain Trace where is it necessary to facilitate path travel through an intersection. The signals should be installed at a location that is visible by path users. The Pontchartrain Trace users should be able to cross an intersection utilizing the same timing arrangements as employed for vehicular traffic.

INTERSECTION REQUIREMENTS:

In terms of both public safety and public liability, the intersection of the Pontchartrain Trace with roadway crossings is the most critical design element of the Pontchartrain Trace. A uniform and comprehensive intersection package should be designed by a qualified traffic engineer and implemented by each Parish. At a minimum, the intersection design package should:

- Establish Right-of-Way
- Include Signage and Pavements Markings
- Restrict Path Use by Motor Vehicles, except for Wide Curb or Shared Lanes

Right-of-Way Establishment:

Roadways crossing the Pontchartrain Trace include all types of roadways ranging from individual driveways and farm crossings to major state arterial routes.

Although it will be preferred by the Pontchartrain Trace users to have a minimum amount of required stops, roadways should be given the right-of-way over the Pontchartrain Trace except for roadways with minimum volume of vehicular traffic. Roadways that are anticipated to yield to the Pontchartrain Trace include private driveways, and rural roadways with minimal vehicular traffic volumes.

Any roadway classified as a collector roadway or higher should have the right-of-way over the Pontchartrain Trace.

The governing authority of a specific intersection will have jurisdiction over the establishment of the right-of-way. The Louisiana Department of Transportation and Development will have jurisdiction over intersections with state or federal routes.

Intersection Signage and Pavement Markings:

As noted previously, all signage and pavements markings at intersections should be in conformance with MUTCD and AASHTO standards. A combination of

delineation and diagonal striping should be employed at the intersections.

Motor Vehicle Restriction:

In the segments of the Pontchartrain Trace that will be delineated, separated multiple use paths and designated multiple use lanes, it is recommended that motor vehicles be restricted through the installation of physical barriers. Two types of physical barriers include the installation of:

- Bollards
- Low Level Landscaping

Bollards:

The provision of a center bollard located at each intersection of the designated Multiple Use Lane or Separated Multiple Use Path is one method to restrict motor vehicles. A center bollard should be removable to allow access for maintenance and/or emergency vehicles. The bollards should also be uniformly striped with reflective markings in order to be clearly visible.

The installation of bollards is a cost efficient method requiring minimum maintenance. However, the bollards do pose a hazard to the users of the path. There are many instances of accidents involving bollards and trail users.

Low Level Landscaping:

Low level landscaping could be installed on both sides of the path at each intersection. The low level landscaping should spilt the multiple use path or multiple use lane in half. This spilt of the path or lane at the intersection is desired to direct the path users to the appropriate side of the path to prepare for crossing. Maintenance and emergency vehicles can move over the landscaping without having to remove a bollard. The major disadvantage is the high level of maintenance required for the upkeep of low level landscaping.

CHAPTER V

REQUIRED INFRASTRUCTURE AND PROJECTED COSTS

This chapter will examine the general application of design standards and apply the infrastructure requirements, as defined in Chapter IV, to the recommended route presented in Chapter III. Estimated costs per section will also be presented section by section.

THE GENERAL APPLICATION OF DESIGN STANDARDS:

There are several principal variables that affect the selection of the appropriate design treatment, as defined in Chapter VI, for the Pontchartrain Trace. The principal variables, as outlined by the U.S. Department of Transportation, Federal Highway Administration include:

- The type of bicyclist

Will this part of the Pontchartrain Trace be used primarily by Group A bicyclists or B/C bicyclists? Group A (advanced bicyclists) are defined as experienced riders who can operate under most traffic conditions. Group B/C bicyclists includes both basic bicyclists and children. Basic bicyclists include new bicyclists who are less confident and prefer to operate in traffic situations with special considerations given to bicyclists.

- The type of roadway project

Is the selected route scheduled for reconstruction, or will the incorporation of design improvements be retrofitted into existing geometric or right-of-way

widths?

- Traffic operations factors

The traffic operations factors that are significant in the determination of appropriate design treatments include traffic volume, average motor vehicle operating speeds, traffic mix, on-street parking, sight distance, and number of intersections.

Design Tables:

The U.S. Department of Transportation, Federal Highway Administration, produced six design tables demonstrating the recommended roadway design treatments and widths to accommodate bicycles based on the above principal variables. The six tables are presented in the Appendix.

THE DETERMINATION OF DESIGN STANDARDS TO THE PONTCHARTRAIN PATH

Due to the length of the project and varying existing conditions, specific design standards will be applied to each proposed segment of the Pontchartrain Trace.

The Pontchartrain Trace will be utilized by Group A, advanced bicyclists, and/or Group B/C, Basic Bicyclists and Children depending on the existing conditions of the proposed alignment.

SPECIFIC DESIGN SELECTION BY SEGMENT:

The second portion of this chapter will examine the existing condition of each section and suggest design standards for each section of the Pontchartrain Trace.

Cost estimates will be presented along with the suggested improvements.

GENERAL COST ASSUMPTIONS:

The cost estimates presented in this chapter are based on previous cost of construction for similar trails. The basic cost estimates are as follows:

Installation of a Multiple Use Path:	\$220,000 per mile
Designating Signage:	\$5,000 per mile
Shoulder Renovation:	\$70,000 per mile
Shoulder Rehabilitation:	\$100,000 per mile
Striping:	\$10,000 per mile
Pre-manufactured Bridge in Place:	\$30,000 per forty linear feet
Cantilevered Bridge:	\$79 per square foot

ST. CHARLES PARISH:

Jefferson Parish Line to Bonnet Carre Spillway:

The route recommended for this section is along the crown of the levee for 11.65 miles. The existing levee crown is approximately twenty feet in width and contains an existing shell roadway of approximately twelve feet in width. The

construction of a multiple use path on the levee is the suggested design treatment for this section. The multiple use path should be a minimum width of ten feet accompanied by two and one-half foot shoulders on both sides.

It is estimated that the installation of the multiple use path on the levee crown will cost approximately \$220,000 per mile including asphalt, striping, signage, and pavement markings. The estimated cost for this section is approximately \$2,563,000.

Through the Bonnet Carre Spillway:

The recommended route for this segment will follow the Bonnet Carre Spillway Road for 1.5 miles. The Bonnet Carre Spillway Road belongs to the United States Army Corps of Engineers and has a very low volume of vehicular traffic. The inclusion of a Shared Lane is the suggested design treatment for this section. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$7,500.

Bonnet Carre Spillway to the St. John the Baptist Parish Line:

After exiting the Bonnet Carre Spillway, the path will again utilize the crown of the levee until the St. John the Baptist Parish Line for approximately 3.85 miles. The existing levee crown is approximately twenty feet in width and contains an existing mixed substance (shell/gravel) roadway of approximately sixteen feet in

width. The construction of a multiple use path on the levee is the suggested design treatment for this section. The multiple use path should be a minimum width of ten feet accompanied by two and one-half foot shoulders on both sides.

It is estimated that the installation of the multiple use path on the levee crown will cost approximately \$220,000 per mile including asphalt, striping, signage, and pavement markings. The estimated cost for this section is approximately \$847,000.

ST. JOHN THE BAPTIST PARISH:

The St. Charles Parish Line to Sycamore Loop:

The alignment of the path will continue to utilize the levee crown from the St. Charles Parish line for 2.35 miles to the vicinity of LaPlace where it will depart from the Mississippi River Levee at Sycamore Loop.

The existing levee crown is approximately twenty feet in width and contains an existing mixed substance (shell/gravel) roadway of approximately sixteen feet in width. The construction of a multiple use path on the levee is the suggested design treatment for this section. The multiple use path should be a minimum width of ten feet accompanied by two and one-half foot shoulders on both sides.

It is estimated that the installation of the multiple use path on the levee crown will

cost approximately \$220,000 per mile including asphalt, striping, signage, and pavement markings. The estimated cost for this section is approximately \$517,000.

Sycamore Loop: from its terminus at the levee to its intersection with L.A.

Hwy 628 (West 5th Street):

The path will travel northeast along Sycamore Loop to its intersection with L.A. Hwy 628 (West 5th Street) for approximately .1 miles. As Sycamore Loop is a residential street with a very low volume of vehicular traffic, the recommended design treatment for this section is the application of a Shared Lane. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$500.

L.A. Hwy 628 (West 5th Street): from its intersection with Sycamore Loop to its intersection with Main Street:

At the intersection of Sycamore Loop and L.A. Highway 628 (West 5th Street), the path will travel northwest to the intersection of L.A. Highway 628 (West 5th Street) and Main Street for approximately .2 miles. L.A. Hwy 628 (West 5th Street) is a two lane asphalt street with no shoulders with an existing separated sidewalk. It is recommended that a separated multiple use path be constructed in the vicinity of the existing sidewalk. The multiple use path should be a minimum width of ten feet accompanied by two and one-half foot shoulders on both sides.

It is estimated that the installation of the multiple use path will cost approximately \$260,000 per mile including the closure of the drainage ditch, asphalt, striping, signage, and pavement markings. The estimated cost for this section is approximately \$52,000.

Main Street: from its intersection with L.A. Hwy 628 (West 5th Street) to its intersection with Matthew Drive:

At the intersection of L.A. Hwy 628 and Main Street, the path will head northeast, cross U.S. Highway 61(Airline Highway) until Matthew Drive for approximately .5 miles. Main Street is a two lane asphaltic surfaced roadway with existing eight foot shoulders. Presently, there is parallel on-street parking available of the west shoulder and perpendicular off-street parking on the east shoulder. Due to the high volume of commercial land uses and the accompanying turning movements, it is recommended that parking be prohibited and a two-way bike lane be installed on the west shoulder. As there is an existing asphaltic surface, minimum improvements for the Pontchartrain Trace will consist of the installation of designating striping, signage, and pavement markings. The cost estimate for this section is approximately \$7,500.

Matthew Drive: from its intersection with Main Street to its intersection with Cardinal Drive:

The path will follow Matthew Drive southeast until its intersection with Cardinal

Drive for .1 miles. Matthew Drive is a one-way residential roadway with a very low volume of vehicular traffic heading southeast. The recommended design treatment for this section is the application of a Shared Lane. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$500.

Cardinal Drive: from its intersection with Matthew Drive to its terminus:

At the intersection of Cardinal Drive and Matthew Drive, the path will turn northeast and continue to the terminus of Cardinal Drive for .15 miles. Cardinal Drive is a two lane residential roadway with no shoulders, and a very low volume of vehicular traffic. The recommended design treatment for this section is the application of a Shared Lane. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$750.

The terminus of Cardinal Drive through the Interstate 10/Interstate 55 interchange (to U.S. Hwy 51):

This section encompasses a total of approximately 3.6 miles. At the end of Cardinal Drive, the path will continue to the berm located east of the Woodland Canal. This berm, approximately twenty-five feet in width, is located within the St. John the Baptist Parish right-of-way and is presently maintained by the parish.

The path will continue along the Woodland Canal right-of-way and pass under the interchange of Interstate 10 and Interstate 55. At some point, the Canal becomes private, but the right-of-way seems obtainable. Just before the path continues under Interstate 55, the path will turn towards the northwest to intersect with U.S. Highway 51. Within this turn, bridging will be required over two or three canals. The total required bridge length is approximately 80 feet.

The construction of a multiple use path from the terminus of Cardinal Drive to U.S. Highway 51 is the suggested design treatment for this section. The multiple use path should be a minimum width of ten feet accompanied by two and one-half foot shoulders on both sides.

It is estimated that the installation of the multiple use path on the berm will cost approximately \$220,000 per mile including asphalt, striping, signage, and pavement markings. The estimated cost for this installation is approximately \$792,000. Within this section, additional bridging will be required costing approximately \$60,000. This cost is estimated for a pre-manufactured bridge in place at \$30,000 for each forty feet. The total cost for this section is estimated to be approximately \$852,000.

U.S. Highway 51 to Pass Manchac:

The path will turn north at this point and continue on the shoulder of U.S.

Highway 51 until Pass Manchac for approximately 13.7 miles. U.S. Highway 51 is an asphaltic surfaced roadway with a speed limit of 55 miles per hour. U.S. Highway 51 also has existing eight foot paved shoulders. The 1995 Average Daily Traffic Counts indicate traffic counts range from 15,710, north of Interstate 10 and 15,010 at Pass Manchac. As the average daily traffic counts exceed 10,000, and the speed of the vehicular traffic is over 50 miles per hour, it is recommended that the present shoulders be designated for the path. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$68,500.

Pass Manchac Bridge:

The present bridge structure is a two lane, 28 foot wide bridge which has a steep grade. The structure is presently striped for two twelve foot lanes leaving a two foot shoulder on each side. Additionally, the bridge is 3,012 feet in length.

Several options to crossing Pass Manchac were discussed at length with the Louisiana Department of Transportation and Development. The three options available that will utilize the existing structure are:

1. Utilize the bridge structure as it is presently. This is highly objectionable due to the present steepness of the bridge structure. This objection is compounded by the reduced stopping sight distance created when motorists cross the crest of the bridge.
2. Create a multiple use lane by re-striping the existing bridge. The bridge

could be re-striped to two, eleven foot motor vehicle lane, and one, four foot multiple use lane. This option may also impose safety hazards to both the path users and the motor vehicles due to the steepness of the structure, reduced stopping sight distance of the motor vehicles, and the creation of substandard lane widths.

3. Construct a cantilevered bridge attached to the existing bridge structure. The bridge would be very steep and would probably have to be totally enclosed to avoid fear or danger on the narrow structure.

Two other Operational options for crossing Pass Manchac with the Pontchartain Path are as follows:

1. Have a truck or a van haul path users across the bridge.
2. Have a boat ferry cyclists across Pass Manchac. This option may involve some risk due to the swift water and a high volume of boat traffic.

An option has not been recommended for the Pass Manchac crossing. A cost-benefit and feasibility analysis including the above options must be performed before a determination.

TANGIPAHOA PARISH:

U.S. Highway 51: from Pass Manchac Bridge to its intersection with Interstate 55:

The path will continue north and utilize the shoulder of U.S. Highway 51 until the point where U.S. Highway 51 merges with and becomes identical with Interstate 55 south of Ponchatoula for approximately 7.7 miles. This segment includes the North Pass Bridge, approximately 1500 feet in length. In this section, U.S. Highway 51 is an asphaltic surfaced roadway with eight foot paved shoulders and a speed limit of 55 miles per hour. The 1995 Average Daily Traffic Count near this segment is 15,870, south of U.S. Highway 51 Business, Ponchatoula.

As the ADT exceeds 10,000 vehicles per day, and the speed limit is over 50 miles per hour, the use of the existing paved shoulders is the most appropriate design standard. The only improvements necessary will be the installation of designating signage. The cost estimate for the use of the shoulders in this segment is approximately \$38,500.

This section also includes the North Pass Bridge. The recommended option would be the construction of a cantilevered bridge attached to the existing bridge structure. The cost of the bridge is estimated to be \$79 per square foot. The total cost for a ten foot wide bridge for 1,500 feet is approximately \$1,185,000.

The Illinois Central Gulf Railroad Right-of-Way: from the intersection of U.S. Highway 51 and Interstate 55 to U.S. Hwy 51:

At the location of the intersection of U.S. Highway 51 and Interstate 55, the alignment will continue towards Ponchatoula utilizing the Illinois Central Gulf Railroad's right-of-way for approximately one mile. The Illinois Central Gulf Railroad has indicated it will also require fencing of the path to prohibit access to Interstate 55 as well as the railroad track.

It is recommended that a separated multiple use path be constructed on the ICG right-of-way. The multiple use path should be a minimum width of ten feet accompanied by two and one-half foot shoulders on both sides.

It is estimated that the installation of the multiple use path will cost approximately \$300,000 per mile including the addition of fill material and base, installation of large culverts, asphalt, striping, signage, fencing and pavement markings. The estimated cost for this section is approximately \$300,000.

U.S. Hwy 51: from the ICG right-of-way to Magnolia Street:

The path will then return to the shoulder of U.S. Highway 51 until its intersection with Magnolia Street in Ponchatoula for about 1.4 miles. U.S. Highway 51 is an asphaltic surfaced roadway with a speed limit of 55 miles per hour. The shoulders on U.S. Highway 51 in this section are eight feet wide, but are not

paved. The 1995 Average Daily Traffic Counts near this segment are 13,460 vehicles, north of U.S. Highway 51 Business, Ponchatoula.

Due to the ADT greater than 10,000 vehicles, and a speed limit of 55 miles per hour, the utilization of the shoulders for the Pontchartrain Trace is the most appropriate design standard.

It is estimated that renovation of the shoulders for the path would cost approximately \$70,000 per mile, while rehabilitation would cost \$100,000 per mile. This section is estimated to cost between \$105,000 and \$147,000 depending on the infrastructure improvements chosen including designating signage.

Magnolia Street: from its intersection with U.S. Highway 51 to its intersection with Fifth Street:

At the intersection of U.S. Highway 51 and Magnolia Street, the path will turn east on Magnolia Street to Fifth Street for .1 miles. This alignment does have one railroad crossing with existing appropriate signalization. Magnolia Street is a residential, two lane asphaltic surfaced roadway.

Due to the low volume of vehicular traffic, it is recommended that a Shared Lane be applied to this segment. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is

approximately \$500.

Fifth Street: from its intersection with Magnolia Street to its intersection with L.A. Highway 22.

The path will then travel north on Fifth Street to its intersection with L.A. Highway 22 for a distance of .15 miles. Fifth Street, in this section, is a residential, two lane asphaltic surfaced roadway with existing, narrow gravel shoulders.

Due to the low volume of vehicular traffic, it is recommended that a Shared Lane be applied to this segment. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$750.

PONCHATOU LA TO HAMMOND TO ST. TAMMANY PARISH:

Fifth Street/Range Road: from the intersection of L.A. Highway 22 to the Interstate 12 Overpass:

The primary alignment will continue north on Fifth Street at the intersection of L.A. Highway 22 on Fifth Street (Fifth Street becomes Range Road after exiting the city limits of Ponchatoula) to Interstate 12 for 2.95 miles. Fifth Street/Range Road, in this section, is a two-lane residential roadway with narrow gravel shoulders.

Due to the volume of vehicular traffic, it is recommended that improved Shoulders be applied to this segment. It is estimated that renovation of the shoulders for the path would cost approximately \$70,000 per mile, while rehabilitation would cost \$100,000 per mile. This section is estimated to cost between \$221,250 and \$309,750 depending on the infrastructure improvements chosen including designating signage.

There is an existing bridge over the Ponchatoula Creek, approximately 150 feet long. Additional bridging will be required costing approximately \$120,000. This cost is estimated for a pre-manufactured bridge in place at \$30,000 for each forty feet.

The Interstate 12 overpass in this segment has existing five foot concrete shoulders. The only improvements necessary for the overpass will be the installation of designating signage. The cost estimate for the overpass is approximately \$1,000.

Range Road: from the Interstate 12 Overpass to its intersection with Old Covington Highway:

This path will continue to travel north .95 miles on Range Road until its intersection with Old Covington Highway. Range Road, in this section, is a two-lane residential roadway with narrow gravel shoulders.

Due to the volume of vehicular traffic, it is recommended that improved Shoulders be applied to this segment. It is estimated that renovation of the shoulders for the path would cost approximately \$70,000 per mile, while rehabilitation would cost \$100,000 per mile. This section is estimated to cost between \$71,250 and \$99,750 depending on the infrastructure improvements chosen including the designating signage.

Old Covington Highway: from its intersection with Range Road to its intersection with Airport Road:

At the intersection of Old Covington Highway, the route will then turn east onto Old Covington Highway and travel 1.95 miles to its intersection with Airport Road. This segment of Old Covington Highway is a two lane asphaltic surfaced roadway with with very narrow existing gravel shoulders.

The most appropriate design standard for this section is to construct improved Shoulders for the Pontchartrain Trace. It is estimated that renovation of the shoulders for the path would cost approximately \$70,000 per mile, while rehabilitation would cost \$100,000 per mile. The shoulders in this section are estimated to cost between \$146,250 and \$204,750 depending on the infrastructure improvements chosen and the designating signage.

There is another existing bridge over the Ponchatoula Creek, approximately 150

feet long. Additional bridging will be required costing approximately \$120,000.

This cost is estimated for a pre-manufactured bridge in place at \$30,000 for each forty feet.

The total cost estimate for this section ranges from \$266,250 to \$324,750 for the renovation or rehabilitation of the shoulders, designating signage, and the placement of a pre-manufactured bridge structure across the Ponchatoula Creek.

Airport Road: from its intersection with Old Covington Highway to its intersection with U.S. Hwy 190:

At the intersection of Airport Road, the path will turn north. This alignment will continue along Airport Road until its intersection with U.S. Highway 190 for approximately 1.3 miles. Airport Road is a two lane asphaltic surfaced roadway with existing eight foot paved shoulders.

The use of the existing paved shoulders is the most appropriate design standard.

The only improvements necessary will be the installation of designating signage.

The cost estimate for the use of the shoulders in this segment is approximately \$6,500.

U.S. Highway 190: from its intersection with Airport Road to the St.

Tammany Parish Line:

At the intersection of Airport Road and U.S. Highway 190, the path will turn east along U.S. Highway 190 for 9 miles to the St. Tammany Parish line.

In this section, U.S. Highway 190 is an asphaltic surfaced roadway with eight foot paved shoulders and a speed limit of 55 miles per hour. The 1995 Average Daily Traffic Count near this segment range from 20,850, between Pine Street and Magnolia Street in Hammond, and 4,200, east of L.A. Highway 445 at Robert.

As the ADT exceeds 10,000 vehicles per day in some parts, and the speed limit is over 50 miles per hour, the use of the existing paved shoulders is the most appropriate design standard.

The only improvements necessary will be the installation of designating signage. The cost estimate for the use of the shoulders in this segment is approximately \$45,000.

ST. TAMMANY PARISH:

Tangipahoa Parish Line to U.S. Highway 190 Business:

The alignment will continue along the shoulders of U.S. Highway 190 for approximately 6.9 miles until its intersection with U.S. Highway 190 Business.

U.S. Highway 190 is an asphaltic surfaced roadway with eight foot paved shoulders and a speed limit of 55 miles per hour. The 1995 Average Daily Traffic Count near this segment are, west of Covington, 6010 annually.

The use of the existing paved shoulders is the most appropriate design standard.

The only improvements necessary will be the installation of designating signage.

The cost estimate for the use of the shoulders in this segment is approximately \$34,500.

U.S. Highway 190 Business: from it intersection with U.S. Highway 190 to its intersection with North Buchanan Street:

The alignment will continue southeast on the shoulders of U.S. Highway 190 Business towards the center of the City of Covington for approximately 1.4 miles to the intersection of U.S. Highway 190 Business and North Buchanan. This section of U.S. Highway 190B is a two lane asphaltic surfaced roadway with existing six foot paved shoulders. The speed limit on this segment of U.S. Highway 190B Road is 45 miles per hour.

The use of the existing paved shoulders is the most appropriate design standard.

The only improvements necessary will be the installation of designating signage.

The cost estimate for the use of the shoulders in this segment is approximately \$7,000.

North Buchanan Street: from its intersection with U.S. Highway 190 Business to its intersection with 23rd Street:

The path will travel northeast for approximately .1 mile to its intersection with

23rd Street. North Buchanan is a two lane residential roadway with a very low volume of vehicular traffic. North Buchanan also has existing eight feet unpaved shoulders and a speed limit of 25 miles per hour.

The recommended design treatment for this section is the application of a Shared Lane. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$500.

23rd Street: from its intersection with North Buchanan Street to its intersection with North Jefferson Street:

From the intersection of North Buchanan and 23rd Street, this alignment will turn southeast on 23rd Street for approximately .7 miles to North Jefferson.

23rd Street is a two lane residential roadway with a very low volume of vehicular traffic. 23rd Street also has existing eight feet unpaved shoulders and a speed limit of 25 miles per hour.

The recommended design treatment for this section is the application of a Shared Lane. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$3,500.

East Gibson Street: from its intersection with North Jefferson Street to its intersection with the Tammany Trace

The Pontchartrain Trace will then continue across North Jefferson for the first block of East Gibson Street. (23rd Street terminates into East Gibson Street at its intersection with North Jefferson) The alignment continues directly adjacent to C.J. Schoen Middle School.

Due to the very low volume of vehicular traffic, the appropriate design treatment for this section is the application of a Shared Lane. The only improvements necessary will be the installation of designating signage. The cost estimate for this segment is approximately \$500.

This path will then continue for .5 miles along East Gibson Street to its intersection with the Tammany Trace. East Gibson Street is a two lane asphaltic surfaced roadway with a 25 miles per hour speed limit. East Gibson Street has many commercial land uses with associated parallel parking.

The most appropriate design standard for this section is the designation of a Bike Lane in between the parallel parking spaces and the vehicular travel lanes. Due to width constrictions placed on this segment, the street design needs to be reconfigured to allow for a bicycle lane. The new configuration should allow for two bicycle lanes, at least five feet in width on each side of the roadway.

The minimum improvements for the Pontchartrain Trace will consist of the installation of designating striping, signage, and pavement markings. The cost

estimate for this section is approximately \$15,000.

Another alternative for this section is to convert the north sidewalk into a separated multiple use path. The multiple use path should be a minimum width of ten feet accompanied by two and one-half foot shoulders on both sides.

It is estimated that the installation of the multiple use path will cost approximately \$260,000 per mile including the closure of the drainage ditch, asphalt, striping, signage, and pavement markings. The estimated cost for this section is approximately \$130,000.

Covington-Abita Springs-Mandeville-Lacombe-Slidell:

It is highly recommended to utilize the Tammany Trace for this portion of the Pontchartrain Trace. The appropriate design standards were presented in the Tammany Trace Master Plan.

U.S. Highway 11: from its intersection with the Tammany Trace terminus to its intersection with U.S. Highway 190B (Fremeaux Avenue):

The alignment will continue south along U.S. Highway 11 (Front Street) to its intersection with U.S. Highway 190B (Fremeaux Avenue) for approximately .1 miles. U.S. Highway 11 is a four lane, concrete surfaced roadway with one foot paved shoulders and a speed limit of 40 miles per hour.

The use of the existing paved shoulders is the most appropriate design standard. The only improvements necessary will be the installation of designating signage. The cost estimate for the use of the shoulders in this segment is approximately \$500.

U.S. Highway 190B (Fremaux Avenue): from its intersection with U.S.

Highway 11 to Interstate 10:

At this point, the path will turn east along U.S. Highway 190B for approximately 1.8 miles until its intersection with Interstate 10. U.S. Highway 190B is a four lane, concrete surfaced roadway with two foot sidewalks on both sides.

The most appropriate design standard for this segment is the widening of the existing sidewalks to at least five feet and the installation of designating signage. The cost estimate for the widening of the sidewalks and designating signage in this segment is approximately \$105,000.

U.S. Highway 190B: from Interstate 10 to its intersection with U.S. Highway 90

The Pontchartrain Trace will continue along U.S. Highway 190B (Short Cut Highway) over Interstate 10 for approximately 6.9 miles until its intersection with U.S. Highway 90. U.S. Highway 190 is a two lane, asphaltic surfaced roadway with six to eight foot paved/gravel shoulders and a speed limit of 55 miles per

hour.

The most appropriate design standard for this segment is the use of the existing shoulders. It is estimated that renovation of the shoulders for the path would cost approximately \$70,000 per mile. The cost estimate for the renovation of the shoulders and designating signage in this segment is approximately \$517,500.

U.S. Highway 90: from its intersection with U.S. Highway 190B to the Orleans Parish Line:

At the intersection of U.S. Highway 190 and U.S. Highway 90, the path will travel southwest along U.S. Highway 90 for approximately 4.7 miles to the Orleans Parish Line. U.S. Highway 190 is a two lane, asphaltic surfaced roadway with eight foot paved shoulders and a speed limit of 55 miles per hour.

The most appropriate design standard for this segment is the use of the existing shoulders. It is estimated that renovation of the shoulders for the path would cost approximately \$70,000 per mile. The cost estimate for the renovation of the shoulders and designating signage in this segment is approximately \$352,500.

CHAPTER VI
FUNDING STRATEGIES

This chapter will investigate and present several funding options that can be employed for the implementation of the Pontchartrain Trace. The investigation includes federal, state, and local grants, and other funding sources at the federal, state and local levels.

Federal, State and Local Grants

One method of fund raising involves the procurement of local, state and federal grants. Some grants require either county level government or a special district to be the recipient. In either case, a unified organization should assume responsibility for the solicitation and preparation of grant applications.

Major sources of funds at the federal level include:

United States Department of Transportation

Intermodal Surface Transportation Act of 1991

The United States Congress again authorized the collection and distribution of federal gasoline tax and other related surface transportation programs. The new legislation gave the opportunity to reconsider transportation philosophies and available programs. New philosophy and focus in the legislation include intermodalism, transportation efficiency, funding flexibility and planning. Created with the new legislation was a variety of funding opportunities for

alternative transportation (bicyclists and pedestrians) Summarized below are the applicable sections of ISTEA for fund raising for the Pontchartrain Trace:

Section 1007 (a)(1)(b)(3): Surface Transportation Program

Bicycle and pedestrian facilities are among the eligible items under this section.

Section 1007 (b)(2)(C)(c): Transportation Enhancement Activities

This section created a new category of required transportation enhancement activities (TEA). The receiving States must spend ten percent of their Surface Transportation Program funds on these activities. The list of activities include provision of pedestrian and bicyclist facilities and preservation of abandoned railway corridors including the conversion and use for pedestrian or bicycle trails.

Section 1008: Congestion Mitigation and Air Quality Program

Approximately \$1 billion dollars is set aside each year for six years of legislation for programs that contribute to the attainment of national air quality standards under the 1990 Clean Air Act Amendments. Such programs include construction of trails used by nonmotorized vehicles as well as public education, promotional and safety programs for the use of the facilities.

The Department of the Interior

Rivers, Trails and Conservation Assistance Program

The National Park Service, Recreation Resources Assistance Division received an appropriation for the last two years for a technical assistance program. This technical assistance is provided in areas of planning, development, and management of recreational facilities including rail to trail conversions.

Specific Congressional Appropriation

Individual members of Congress have used annual Appropriations process and surface transportation legislation for obtaining funds for a specific trail.

Major sources of funds at the State level include:

Louisiana Department of Transportation and Development

States can aid in the funding of a multiple use corridor through either a specific line item in the budget or by incorporating bicyclist/pedestrian activities into the routine design and construction process.

Citizen Initiatives in the form of a Proposition

Louisiana voters can pass a ballot initiative to generate funds for transportation purposes. California, for example, passed a ballot initiative specifically

pertaining to non-motorized transportation facilities.

Lottery Receipts

A portion of the multiple use corridor can be funded utilizing dedicated State lottery receipts. Funding of this nature was commissioned in Boulder, Colorado for a bicycle path.

Major sources of funds at the Local level include:

Dedicated Sales Tax

The voters could pass an additional portion of the sales tax in the relevant parishes to be dedicated specifically to the operation and maintenance of the Pontchartrain Trace.

Dedicated Millage

Another option for the voters would be to pass a dedicated millage based on the value of the property above the homestead exemption line specifically for the operation and maintenance of the Pontchartrain Trace.

Parcel Fee

A parcel fee could be dedicated for parcels, both developed and undeveloped, abutting the linear delineation of the Pontchartrain Trace alignment. This parcel

fee could be the same for every parcel or could be based on the value similar to a dedicated millage. This parcel fee would also require specific dedication to the operation and maintenance of the Pontchartrain Trace.

Developmental Agreements

Presently, developmental agreements or impact fees are voluntary for developers through the subdivision process. Each individual parish could require mandatory developmental agreements for developers who have property directly abutting the Trace. These developmental agreements could aid funding for the operation and maintenance as well as additional amenities.

CHAPTER VII
MANAGEMENT PLAN

There are several management alternatives available for the Pontchartrain Trace. This chapter will explore available mechanisms and propose a preferred method for administration including daily operation and maintenance of the facility.

Administration:

The administration of the Pontchartrain Trace could be managed by several alternatives. The alternatives include a:

- Cooperative intergovernmental authority
- Non-profit organization
- Recreation district
- Special district
- Micro Management

Cooperative intergovernmental authority:

A cooperative intergovernmental authority could be created to manage the Pontchartrain Trace. The composition of the Authority should include, at a minimum:

- One appointed official from each parish
- One appointed official from the Louisiana Department of Transportation and Development

Responsibilities of the authority could include general operation and maintenance, planning, engineering, construction, legal and financial management. Although intergovernmental cooperation spearheaded this project, management of such recreational facilities generally lie within the jurisdiction of the recreation districts. Due to the existence of these recreation districts, most parish level governments have very little experience in the management of recreational facilities.

However, the Pontchartrain Trace is not solely a recreational facility. It also has other important functions of transportation, economic development, and tourism. A cooperative intergovernmental authority represents a valid alternative for coordination of these different functions. Additionally, the parish and state level governments may have the resources available for the management of a multiple use facility.

Non-profit organization:

A non-profit organization, such as the Tammany Trace Foundation, could be created to oversee the management of the Pontchartrain Trace. However, the principal responsibility of the Tammany Trace Foundation is fund raising, not overall management.

Recreation District:

Another option available for the administration of the Pontchartrain Trace is the formulation of a recreation district. A recreation district could be created by the State Louisiana Legislature along with each participating Parish. The recreation district could be completely managed by a Board of Governors. The district does not receive any guidance or resources from the parish governments. The district is also responsible for its own administration, funding and construction. Some recreation districts are funded by specific dedicated millage.

The primary cost of this alternative is the limited capability of a Recreation District. The formation of a Recreation District would limit the funding sources, administrative, construction and operating resources. Additionally, there are other functions of the Pontchartrain Trace that are not recreational including tourism, economic development, and transportation. Therefore, the Pontchartrain Trace does not fit well in the guidelines of a recreation district.

Special District:

Another alternative for the management of the Pontchartrain Trace is the creation of a special district. A special district could be composed so that it incorporates the four functions of the Trace. This jurisdiction would be administered by a Board of Governors. A special district could be designated by a specific

geographic boundary encompassing the Pontchartrain Trace and the adjacent properties or including the entire Parishes as one special district. A sales tax or millage could be rendered for the purpose of the operation and maintenance of the Pontchartrain Trace. The first option of creation of a special district would designate the entire area as a special district. However, the constituents who are not in close proximity or do not use the Trace might be opposed to this. The difficulty with the creation of a specific geographic boundary including the Pontchartrain Trace and adjacent properties lies in the fact that the Trace has such broad functions and impacts the New Orleans Metropolitan Region as a whole.

Micro Management:

Each parish could manage the segment of the Pontchartrain Trace within its parish geographic boundaries. The disadvantages to this alternative are similar to those associated with the intergovernmental authority management option. The management of such recreational facilities generally lie within the jurisdiction of the recreation districts within each parish. Due to the existence of these recreation districts, the parishes generally have very little experience in the management of recreational facilities.

However, the Pontchartrain Trace is not only a recreational facility, but has invaluable functions in transportation, economic development, and tourism.

Micro management of the Pontchartrain Trace by each parish represents a valid alternative for coordination and administration of these different functions. Additionally, the Parish Governments have the resources available for the management of a multiple use facility and could assign equipment and manpower when needed within its respective parish.

IDEAL MANAGEMENT:

Through the analysis of the above mechanisms available for administration, the creation and implementation of a special district is ideal. This special district should designate a specific geographic boundary encompassing the actual Trace property and abutting properties. This special district could be governed by a broad based board of directors which should include representation from each parish, the tourism sector, the economic development sector, and interest groups (bicyclists, roller bladers, joggers, environmentalists).

There should also be a safety advisory committee. This advisory committee should include representatives from the sheriff's department, police chiefs, and representatives from the appropriate fire districts.

A support could also be formed to support the Pontchartrain Trace and to act as the funding mechanism for the special district. In this scenario, the support

organization could be responsible for obtaining all funding including preparation of grant applications, fund raising events, government and corporate sponsors, lease agreements, concession coordination, public relations and citizen participation.

RECOMMENDED MANAGEMENT:

Due to the complexities associated with the formation and administration of a Special District, it is recommended that the Pontchartrain Trace be administrated by the Micro Management Alternative. As stated previously, micro management would allow each parish to manage the Pontchartrain Trace within each parish's specific geographic boundaries.

Each parish would be responsible for all administrative functions within each parish boundary. These functions include planning, engineering, construction, grant management, concession activities, daily operation, and maintenance.

The only exception to the above functions involve segments which utilize the State of Louisiana right-of-way. In those circumstances, the Louisiana Department of Transportation and Development should maintain the facilities along with the existing roadway. Please note that most of the recommended alignment does utilize public right-of-way.

It is also recommended that a support organization be created for the entire project. This foundation can serve as an avenue for intergovernmental and inter parish cooperation. In conjunction with a micro management strategy, this organization should be responsible for fund raising events, corporate sponsors, public relations and citizen participation.

The Policy Steering Committee should also remain intact and active to coordinate activities among the parishes and to explore additional funding opportunities. Also, the committee will ensure consistency of the overall project along the entire corridor. The Policy Steering Committee should also include representatives from Orleans and Jefferson parishes.

CHAPTER VIII
IMPLEMENTATION SCHEDULE

Due to the large scope of the entire Pontchartrain Trace project, this Master Plan should be implemented in the following overall phases by parish. The Police Steering Committee recommended the following implementation schedule based on interest and the availability of funding.

St Charles Parish

Phase I: the levee crown from the Jefferson Parish Line to the Ormond Plantation

Phase II: the remaining alignment from the Ormond Plantation to the St.
 John the Baptist Parish Line

St John the Baptist

Phase I: the multiple use path along the Woodland Canal

Phase II: the levee crown from the St. Charles Parish Line to Sycamore
 Loop

Phase III: the alignment from the terminus of the Woodland Canal to the
 Tangipahoa Parish Line

Phase IV: the alignment from Sycamore Loop to the Woodland Canal

Tangipahoa Parish

Phase I: the alignment from the North Pass Bridge to Magnolia Street

Phase II: the alignment from Magnolia Street to U.S. Highway 190

Phase III: the alignment from U.S. Highway 190 to the St. Tammany Parish

Line

Phase IV: the alignment from the St. John the Baptist Parish Line to the
North Pass bridge

St. Tammany Parish

Phase I: the alignment from the Tangipahoa Parish Line to the Tammany Trace

Phase II: the alignment from the Tammany Trace to the Orleans Parish
Line

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PUBLIC HEARING DOCUMENTATION

Project Steering Committee Members

User Group Subcommittee Members

Project Meeting Dates

PROJECT STEERING COMMITTEE

Gordon Burgess

Kevin Davis

Bill Keller

Arnold Labat

John LeBourgeois

Walter Brooks

Chris Tregre

**ST. CHARLES PARISH
USER GROUP SUBCOMMITTEE**

Corey Fauchaux

Irma Green

Michael Heath

Joey Keller

Ron Philips

Ronald St. Pierre

Irene Tastet

Teresa L. Theriot

ST. JOHN THE BAPTIST PARISH
USER GROUP SUBCOMMITTEE

Robert Dale

Thomas Daley

David Hardgrave

Arnold J. Labat

Patrick T. McTopy

Greg Maurin

Frank Trapani

ST. TAMMANY PARISH
USER GROUP SUBCOMMITTEE

Allan R. Cartier

Kevin Davis

Clinton J. Romig

Tom Garcia

Terrence J. Hand

Mary Kay Lynch

Felicia L. Patrón

Bart Pepperman

Cambria Poitevent

Bryan T. Quarls

Craig Sinden

Tom Snedeker

Steve Stefancik

TANGIPAHOA PARISH
USER GROUP SUBCOMMITTEE

Gordon Burgess

Bobby Cortez

John Dahmer

Richard Henry

Willie Johnson

Maurice Jourdan

Terry Ann McMahan

Joel McWilliams

James Nelson

Ronnie Rassie

Beryl E. Robertson

G. Warren Smith

Betty Stewart

PROJECT MEETING DATES

POLICY STEERING COMMITTEE MEETING DATES:

March 20, 1997

June 7, 1997

PARISH ADVISORY GROUP MEETINGS DATES:

ST. CHARLES PARISH:

September 16, 1996

October 18, 1996

January 8, 1997

May 20, 1997

ST. JOHN THE BAPTIST PARISH:

November 18, 1996

December 15, 1996

January 22, 1997

May 22, 1997

ST. TAMMANY PARISH:

February 19, 1997

May 21, 1997

TANGIPAHOA PARISH

October 17, 1996

December 5, 1996

May 28, 1997

ENVIRONMENTAL DOCUMENTATION

Environmental Determination Letter: June 23, 1997

EPA Region 6 Superfund Site Status Summaries

Federal CERCLIS List

RCRA Generators List



STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
P. O. Box 94245
Baton Rouge, Louisiana 70804-9245



M. J. "MIKE" FOSTER, JR.
GOVERNOR

June 23, 1997
(504) 929-9190

FRANK M. DENTON
SECRETARY

STATE PROJECT NO. 700-36-0133
FEDERAL AID PROJECT NO. ENH-MISC(099)
LAKE PONCHARTRAIN TRAIL ENHANCEMENT STUDY
ST. CHARLES, ST. JOHN THE BAPTIST, AND TANGIPAHOA PARISHES

Mr. Charles M. Higgins, P. E.
Charles M. Higgins Consultants, Incorporated
8221 Summa Avenue, Suite F
Baton Rouge, Louisiana 70809-3451

Dear Mr. Higgins:

Reference is made to your letter to me dated June 11, 1997, and our conversation of June 13, 1997, concerning actions to initiate environmental clearance of the captioned project.

Your letter requests the establishments of Logical Termini for the environmental study. It is our suggestion that the end points of the proposed path segments not be referred to "logical termini", as that inference is made under federal regulations (23 CFR 771) and refers to study requirements which are quite dissimilar to this project.

We have reviewed the Scope of Work for this project. It indicates that environmental clearance resulting from this study are not part of this project. Rather, this study will identify environmental constraints and opportunities associated with the project. The method described in the Scope is to establish contact with appropriate agencies for the purpose of apprising them of the intent of the project and to solicit their involvement with regards to environmental hazards, sensitive areas and opportunities to enhance the environmental community. We agree that views should be solicited from resource and regulatory agencies and will work with you to ensure that these agencies are properly contacted.

Continued . . .

Mr. Charles M. Higgins, P. E.

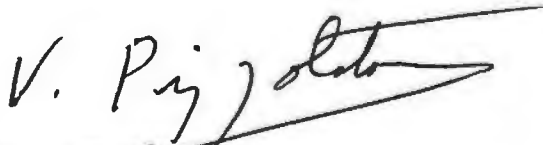
June 23, 1997

Page 2

Our solicitation of views represents the early coordination of the project as required by federal regulations. This Section requires that a project description and map be submitted for review and approval prior to mailing. The solicitation of views may only be distributed on the letterhead of the sponsor; therefore, we request the description be sent to us for review without the address of your firm at the bottom. Once approval is given for the project descriptions and maps, we will supply you with the mailing lists for the appropriate agencies. You should, however, investigate the need to solicit input from entities which may not be found on our lists. This would help ensure that environmental organizations, such as the Lake Ponchartrain Basin Foundation, are properly involved in the planning of the project.

The Scope also indicates that Public Meetings will be held in each parish to solicit public input and review and comment on study findings. Should you need further information and assistance in holding such meetings, please advise me.

Sincerely,

A handwritten signature in black ink, appearing to read "V. Pizzolato", with a long horizontal flourish extending to the right.

Vincent Pizzolato, P. E.
Environmental Engineer Administrator

VP

EPA Region 6
Superfund
SITE STATUS SUMMARIES
♦♦ LOUISIANA ♦♦

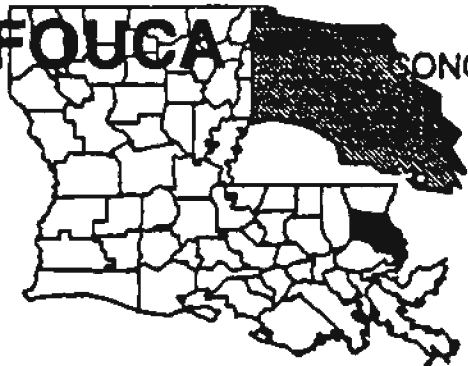


**Site-Specific Fact Sheets
on Superfund Progress**



BAYOU BONFOUCA LOUISIANA

EPA ID# LAD980745632



EPA REGION 6

CONGRESSIONAL DISTRICT 01

St. Tammany Parish

Near Slidell

UPDATED: January 23, 1996

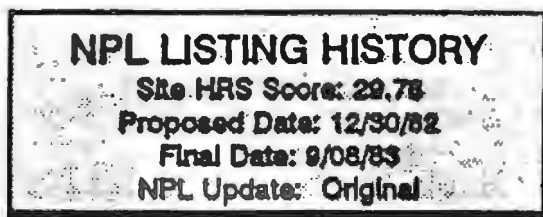
Site Description

- Location:**
- The site is at the location of the former American Creosote Works Plant within St. Tammany Parish, Slidell, Louisiana.
 - The site is south of West Hall Avenue in Slidell and north of and adjacent to Bayou Bonfouca.
- Population:**
- Approximately 26,000 residents live in the surrounding community.
- Setting:**
- Nearest residence potentially impacted by the site is approximately 400 feet from the site, across the bayou to the southwest.
 - Nearest drinking water well is approximately 1/4 mile northeast of the site.
 - The site was used for commercial operations involving the treatment of wood products with creosote.
 - The site encompasses more than 54 acres.
 - There are 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.
 - The contaminants have been found in the bayou.
- Hydrology:**
- Seven stratigraphic layers were encountered in the first 60 feet during the Remedial Investigation of the site.
 - Three ground water systems were encountered at the site, including a surficial aquifer, a shallow artesian aquifer at 30 feet, and a deep artesian aquifer at 60+ feet.
 - The elevation of the 100-year floodplain is 9 feet (MSL). Most of the site would be inundated by a flood of this elevation.

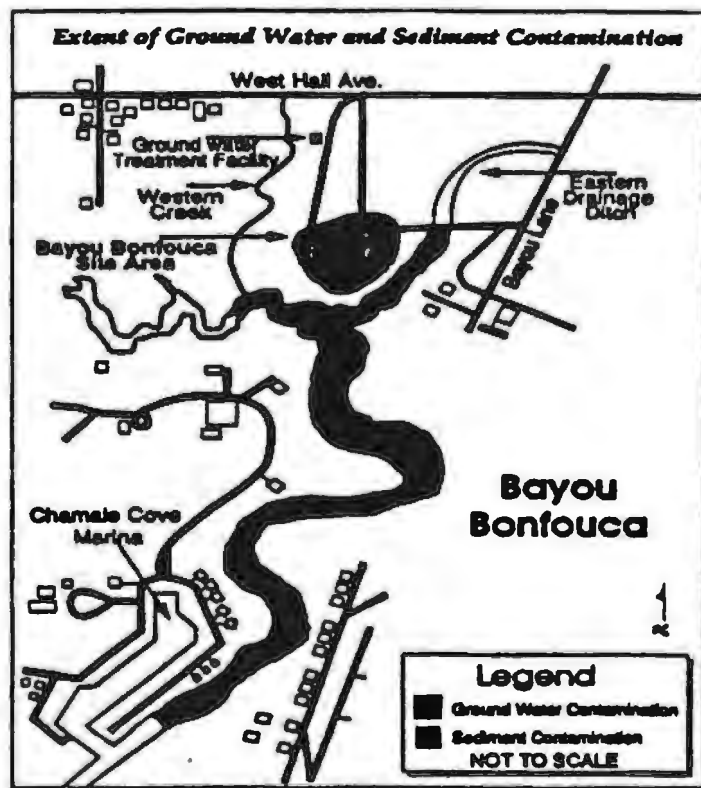
Wastes and Volumes

- The principle pollutants at the Bayou Bonfouca Superfund site include Polynuclear Aromatic Hydrocarbons (PNAs) - Creosote Compounds.
-

Site Assessment and Ranking



Site Map and Diagram



The Remediation Process

Site History:

- A creosote plant began operating at the site about 1882.
- Over the years, the plant operated under several owners, including Gulf States Creosoting, American Creosote, and American Creosote Works, with property ownership resting finally with the Braselman Corporation.
- Numerous releases of creosote occurred during the years of operation.
- In 1970, the American Creosote Works plant burned down and it is thought that a large amount of creosote may have spilled from storage tanks and flowed across the site and into the bayou.

Order, fenced the site.

Health Considerations:

- From ingestion of contaminated ground water from the shallow artesian aquifer, (currently not used as a drinking water source);
- From exposure to contaminated on-site soils;
- From exposure to contaminated sediments in the western creek; the eastern channel; and the bayou; and,
- From ingestion of fish and shellfish from the bayou.

Record of Decision

Signed: March 31, 1987
Incorporated the Source Control ROD of August 15, 1985

- The Bayou Bonfouca Superfund site remedy for the overall site remedy includes:

- On-site incineration
- Ground water treatment
- Bayou dredging

Other Remedies Considered

1. On-site Landfill
2. Offsite Landfill
3. Biological Treatment
4. No Action

Reason Not Chosen

Bayou sediments would not be treated
Least preferred under SARA
Feasibility concerns
Would not adequately protect human health and the environment

Community Involvement

- Community Involvement Plan: Developed 04/84, revised 08/85
- Open houses and workshops: 04/85, 06/86, 9/6/89, 7/12/90, 12/5/90, 6/26/91, 11/11/92, 12/8/93, 1/13/93, 3/3/93, 5/19/93, 7/21/93, 9/93, 11/93, 4/94, 6/94, 8/94, 12/94, 2/95, 1/96
- Original Proposed Plan Fact Sheet and Public Meeting: 02/87
- Original ROD Fact Sheet: 07/87; ESD: 1/90
- Milestone Fact Sheets: Update 03/88, 08/89, 06/90, 12/90 ESD decision 1/90, 1/93, 9/93, 11/93, 2/94, 5/94, 7/94, 9/95
- Citizens on site mailing list: 318
- Constituency Interest: High interest at site. Nearby residents strongly oppose on-site landfill. Many residents strongly supportive of EPA efforts.
- Site Repository: St. Tammany Parish Library, Slidell Branch, Slidell, Louisiana
- Commemorative Activities: 6/91 - Ground Water Treatment Plant Completion; 9/95 - Source Control Construction Completion

Technical Assistance Grant

- Availability Notice: 02/89, 5/94, 6/94
- Letters of Intent Received: Slidell Working Against Major Pollution (SWAMP), 5/94;
Earth Beautiful Foundation, 6/94
- Final Application Received: 11/94
- Grant Award: 12/94 (To SWAMP)

Fiscal and Program Management

- Remedial Project Manager: Mark Hansen (EPA) 214-665-7548, Mail Code: 6SF-LL
- State Contact: Duane Wilson, LDEQ
- Community Involvement Coordinator: Melanie Lillard (EPA) 214-665-2294, Mail Code: 6SF-P
- Attorney: John Dugdale (EPA) 214-665-8027, Mail Code: 6SF-DL
- State Coordinator: Marilyn Owen (EPA) 214-665-8508, Mail Code: 6SF-LL
- Prime Contractor: CH2MHill

Cost Recovery:

- PRPs Identified: 3
- Viable PRP: 2

Present Status and Issues

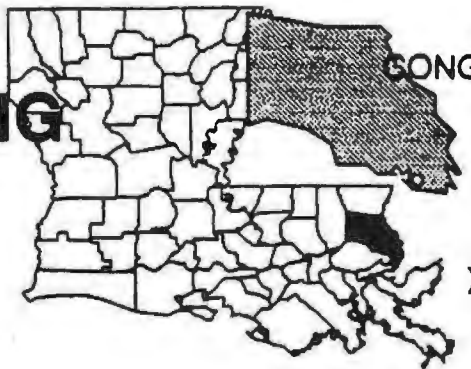
- Ground water pumping and treatment began in June 1991 and has reduced the volume of contamination and prevented further migration.
- As of May 1994, 5,006,845 gallons of contaminated ground water has been treated and 14,420 gallons of pure creosote oils recovered.
- Incineration operations began in November 1993, when trial burn activities were conducted. Incineration was completed on July 28, 1995 18 months ahead of schedule.
- Early noise issues were addressed by the installation of an "in-stack" silencer.
- Demobilization of incinerator to begin in 1996 after completion of Southern Shipbuilding waste treatment.

Cleanup Measurements

- Creosote in the Bayou was so concentrated that it caused 2nd degree chemical burns to divers; the Bayou was biologically sterile. EPA's remedial action has detoxified over 170,000 cubic yards of contaminated sediment, and treated 10 million gallons of contaminated ground water. A mile and a half of the Bayou has been restored for aquatic life, as well as human recreational and residential use. The City of Slidell is interested in utilizing the 52 acre site as a community center, park, and flood control facility.

SOUTHERN SHIPBUILDING LOUISIANA

EPA ID# LAD008148015



EPA REGION 6
CONGRESSIONAL DISTRICT 01
St. Tammany Parish
Near Slidell

UPDATED: April 15, 1996

Site Description

- Location:**
- The site is at the location of the former Southern Shipbuilding Corporation, a barge cleaning, building, docking and repair facility, within St. Tammany Parish, Slidell, Louisiana.
 - The site is located on 54 acres at 999 Canulette Road, just down stream of the U.S. 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:**
- Nearest residence potentially impacted by the site is approximately 400 feet from the site, to the southwest.
 - Nearest drinking water well is approximately 1/4 mile southwest of the site.
 - The southeast portion of the site is heavily wooded.
 - The site is bordered on the north and east by Bayou Bonfouca, on the south by Canulette Road and on the west by Bonfouca Road .
 - The contaminants have been found in the bayou.
- Hydrology:**
- A uniform clay layer was found to underlie the impoundments and most of the site.
 - A contaminated saturated zone exists above the clay layer and ground water movement is toward the bayou in a northwest direction.
 - Another water bearing unit referred to as the upper confined aquifer, which has not been contaminated by the impoundments, was found below the clay and flows to the south.

Wastes and Volumes

- **PITS-** 35,000 cubic yards of highly contaminated (PAH's) sludges are in several pits and lagoons comprising about 3 acres.
- **GRAVING DOCK-** Sediment contains tri-butyl-tin (estimated 3,000 cubic yards) from decades of hull repair.

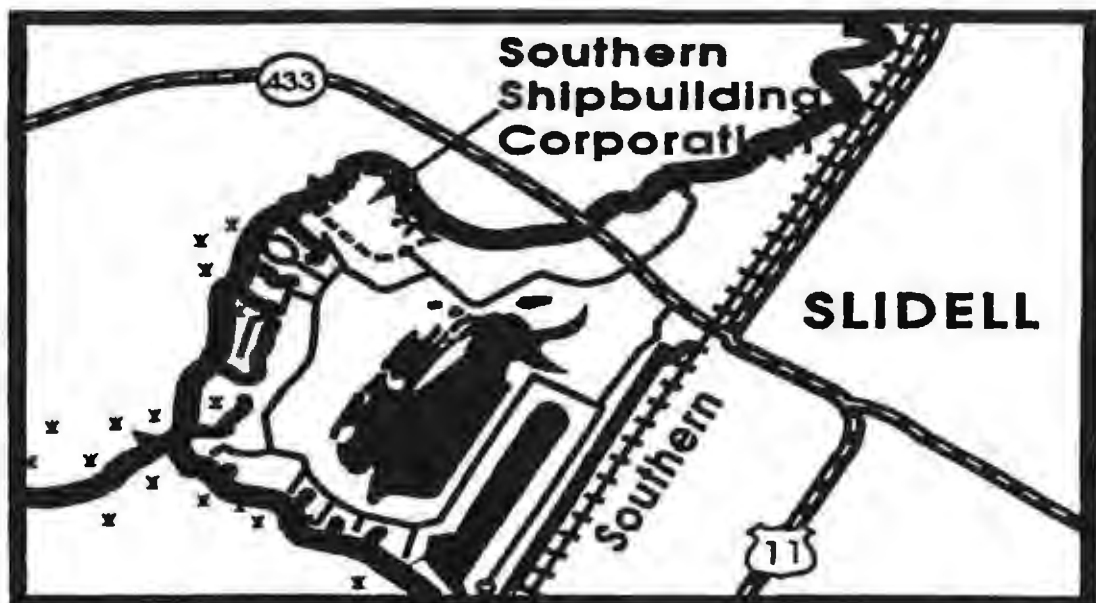
- **PROPERTY-** The facility comprises 53 acres with a wide variety of hot spots including: explosive/volatile paints, soils contaminated with high levels of metal contaminants such as lead and copper, PCB contaminated soils.
- **BAYOU-** contamination from pits and graving dock have been released into the bayou.

Site Assessment and Ranking

NPL LISTING HISTORY

Site HRS Score: 50.00
 Proposed Date: 2/13/95
 Final Date: 5/26/95
 NPL Update: No. 16

Site Map and Diagram



The Remediation Process

Site History:

- A shipbuilding plant began operating at the site in 1919 under the direction of Canulette Shipbuilding. In 1954, Canulette Shipbuilding sold the business to J & S Shipbuilding. Records of the site operations by either of these companies is unavailable.

- In 1957, Southern Shipbuilding Corporation purchased the property from J & S Shipbuilding. Southern Shipbuilding Corporation ran the facility from 1957 until 1993, during which time it performed gas freeing, building, docking and repairing operations.
- The results of EPA's and LDEQ's investigative efforts in late 1992 and early 1993 provided evidence that the site posed significant human health and environmental threat.
- During the summers of 1993 and 1994, EPA conducted emergency removal actions to provide additional freeboard within the surface impoundments.
- The removal actions consisted of pumping contaminated water from the surface impoundments, treating it through sand and activated carbon filtration and discharging the treated water to Bayou Bonfouca.
- In February 1995, sheet piling was driven along the edge of the waterway to prevent catastrophic failure of the existing levee.
- In April 1995, a removal action took place which consisted of offsite disposal of numerous containers of paints, solvents and other chemicals from the building referred to as the "paint shed".
- The investigations showed four types of contamination concerns remaining at the site:
 - 1) Slightly contaminated surface and subsurface soil in proximity of the impoundments area extending from the surface down to about 10 feet;
 - 2) Highly contaminated sludges and soils of the impoundments and over flow areas, and soils in close proximity to these areas;
 - 3) Sediments within and immediately near the graving dock (dry dock); and
 - 4) Slight contamination in sediments of Bayou Bonfouca.

Health Considerations:

- The pits and hot spots at this site all contain highly toxic materials. The property is not safe for human habitation nor is it usable in current state for commercial enterprise. Human health threats also exist for recreational users of the Bayou.
- Flooding has occurred in the area and residents along the Bayou have complained that contaminants from the site have been deposited on their residential properties.

Other Environmental Risks:

- Sediments in and around the graving dock are contaminated with tributyltin (TBT), an anti-fouling paint additive, and an extremely powerful toxin.
- Catastrophic failure of the levees have occurred releasing pit contaminants into the Bayou

Signed: July 20, 1995 (OU #1)

● The Southern Shipbuilding Superfund site remedy includes:

- Offsite incineration of site pit wastes (at nearby Bayou Bonfouca site)
- Consolidation/capping of soils onsite not addressed by incineration
- Consolidation/capping of incinerator ash onsite
- Removal and incineration of tributyltin-contaminated sediments from the graving dock

Community Involvement

- Community Involvement Plan: Developed 01/95
- Open houses and workshops: 08/94, 12/94, 02/95, 02/95, 1/96, 2/96, 3/96
- Community Meetings: 12/94, 01/95, 02/95, 04/95
- Original Proposed Plan Fact Sheet and Public Meeting: 03/95
- Original ROD Fact Sheet: 7/31/95 (Operable Unit 1)
- Milestone Fact Sheets: Update 07/94, 09/94
- Citizens on site mailing list: 253
- Constituency Interest: High interest at site.
- Site Repository: St. Tammany Parish Library, Slidell Branch, Slidell, Louisiana

Technical Assistance Grant

- Availability Notice: 01/95, 02/95
- Letters of Intent Received: Slidell Working Against Major Pollution (SWAMP), 02/95;
Earth Beautiful Foundation, 02/95
- Draft Application Received: 5/95
- Final Application Received: 10/95
- Grant Award: 12/95

Fiscal and Program Management

- Remedial Project Manager (EPA): Mark Hansen, 214-665-7548, Mail Code: 6SF-L
- State Contact: Duane Wilson (LDEQ), (504) 765-0463
- Community Involvement Coordinator: Verne McFarland, 214-665-6617, Mail Code: 6SF-P
- Attorney (EPA): John Dugdale, 214-665-8027, Mail Code: 6SF-DL
- State Coordinator (EPA): Marilyn Owen, 214-665-8508, Mail Code: 6SF-LL
- Prime Contractor: CH2MHill

Cost Recovery:

- PRPs Identified: 1
- Viable PRP: 0

Present Status and Issues

- 1995 marked the culmination of EPA's accelerate/integrated efforts;
 - February site proposed to NPL
 - March RI/FS/EECA completed, Proposed Plan for Pits issued
 - April Removal Action initiated to complete assessment of site; remove hot spots.
 - May Public comment period ended after 68 days and 4 community meetings, letter recommending final NPL placement from Governor Edwards received, site finalized on NPL.
 - July Record of Decision Signed, Remedial Design completed, Remedial Action initiated with signing of IAG with USACE. of incineration of the Southern Shipbuilding waste at the Bayou Bonfouca incinerator ended May 19, 1995.
 - August USACE contractors mobilize
 - September excavation of wastes begin, shakedown burn initiated
 - December Demonstration Burn completed
 - January Open House to discuss results of Demonstration Burn
 - February & March Open Houses to discuss Remedial Investigation and Feasibility Study for OU#2

Cleanup Measurements

EPA's actions at the Southern Shipbuilding have demonstrated outstanding productivity, management skill, and creativity to solve a major pollution problem in concert with the City of Slidell, Louisiana. By integrating all internal and external aspects of the program, the quality and speed promised in the agency's Administrative Improvements concepts were fully demonstrated. The creative approach utilized at this site serves as an example of the kinds of improvements that can be made in Superfund nationwide.

In an 18 month period (January, 1994 to July, 1995) the Southern Shipbuilding Team succeeded in achieved as much progress as is normally accomplished by EPA in 10 years. During this period:

- A Community Advisory Group was formed: More than a dozen formal and informal meetings with concerned citizens and elected officials were held to shape site studies and

remedy selection. In addition to a Technical Assistance Grant group, community associations and a Community Advisory Group were actively involved. The approach created mutual trust and the concept that EPA is a partner in solving community environmental problems. A striking measure of this community involvement is that an incineration remedy in the middle of the City received majority support from residents (and a unanimous endorsement by the City Council).

- Accelerated the Superfund process with no decrease in quality of work products: In a period of 18 months, EPA:
 - completed 3 stabilizing Removal Actions,
 - completed National Priorities List Site (NPL) evaluation (proposed February 1995, added to the NPL after receiving the endorsement of the Governor of Louisiana in June 1995),
 - completed a full evaluation of over 3,000 potential responsible parties (e.g. barge cleaning customers),
 - completed a total technical characterization of barge cleaning sludge lagoons including: full human health and ecological risk assessment, full Remedial Investigation, pilot tests of biological treatment and incineration, and evaluation of the technical feasibility of 10 remedial options,
 - completed formal remedy selection processes from the proposal of remedy in March, 1995 through a 60 day comment period with public meetings, to the signing of a Record of Decision on July 21,
 - completed negotiations and received a signed Superfund State Contract on July 28,
 - completed initial remedial design specifications, and
 - initiated Remedial Action under a July 28 interagency agreement with the U.S. Army Corps of Engineers.

CERCLIS COUNTY LISTING BY STATE
CERCLIS VERSION 2.0

LA							
EPA ID	SITE NAME	SITE LOCATION	CITY	COUNTY	ZIP CODE	NFRAP IND.	NFRAP DATE
LAD008194797	ALLIED CHEM CORP MA*	6526 FOURTH STREET	MARRERO	JEFFERSON	70073		
LAD083550707	EI DUPONT DE NEMOURS	601 EDWARDS AVENUE	MARRAHAN	JEFFERSON	70123		
LAD985171552	GRETNAL GAS LIGHT & *	UNKNOWN	GRETNAL	JEFFERSON	70053		
LAD062629142	GRETNAL MACHINE AND *	4640 PETER ROAD	HARVEY	JEFFERSON	70058		
LAD008198871	MALTER INTERNATIONAL	#80 1ST. STREET	GRETNAL	JEFFERSON	70053		
LAD980621783	WESTWEGO LANDFILL	END OF LAPALCO BLVD	WESTWEGO	JEFFERSON	70094		
LAD000225862	GOOD HOPE REFINERY	257 PROSPECT AVE	GOOD HOPE	ST CHARLES	70079		
LAD003913316	HOOVER CHEMICALS & *	HWY 18 & HWY 3142 R*	TAFT	ST CHARLES	70057		
LAD985210533	OCCIDENTAL CHEMICAL	HWY 18 RIVER ROAD	TAFT	ST CHARLES	70057		
LAD094919339	BAYOU STEEL CORPORA*	LA HWY 628	LA PLACE	ST JOHN THE BAPTIST	70068		
LAD980745632	BAYOU BONFOUCA	BAYOU BONFOUCA	SLIDELL	ST TAMMANY	70458		
LAD985220664	BAYOU CASTINE DRUMS	UNKNOWN	MANDEVILLE	ST TAMMANY	70448		
LAD092096056	MACKENZIE CHEMICAL *	CHEMICAL RD. RT. 2 *	BUSH	ST TAMMANY	70431		
LAD981522998	MADISONVILLE CREOSOT*	2.5 MI W OF CITY, S*	MADISONVILLE	ST TAMMANY	70447		
LAD008149015	SOUTHERN SHIPBUILDI*	1/4 MI W OF LA HWY *	SLIDELL	ST TAMMANY	70459		
LAD985171750	HAMMOND PRINCIPAL S*	9MI.S. OF I-12 2-3N*	HAMMOND	TANGIPAHOA	70401		
LAD008182537	OLIVER TREATED PROD*	SE.CORNER OF HWY 51*	HAMMOND	TANGIPAHOA	70404		
LAD062644232	PONCHATOLA BATTERY*	WINEBURGER ROAD (RT*	PONCHATOLA	TANGIPAHOA	70454		
LAD034356311	R & K CREOSOTE	HWY 51	MATLABANY	TANGIPAHOA	70451		

CERCLIS COUNTY LISTING BY STATE
CERCLIS VERSION 2.0NFA
LA

EPA ID	SITE NAME	SITE LOCATION	CITY	COUNTY	ZIP CODE	NFRAP IND.	NFRAP DATE
LAD990884348	A-1 DISPOSAL SERVICE	901 CLAY STREET	KENNER	JEFFERSON	70062	NFA	11/01/82
LAD982292252	ALUMINUM BOATS	2/10MI E NEW RD3135*	JEAN LAFITTE	JEFFERSON	70007	NFA	12/01/88
L 985205087	AMERICAN CREOSOTE-W*	INDUSTRIAL AVENUE	METAIRIE	JEFFERSON	70001	NFA	02/07/95
L 008175390	AMERICAN CYANAMID C*	10800 RIVER ROAD	WESTMEGO	JEFFERSON	70094	NFA	06/23/95
LAD047288923	AMSTED IND INC PLEX*	4400 PETERS RD	HARVEY	JEFFERSON	70058	NFA	08/01/82
L 008161846	BORDEN INC	1751 AIRLINE HWY	METAIRIE	JEFFERSON	70001	NFA	11/01/84
L 063460271	BROWNING-FERRIS IND*	808 L & A ROAD	METAIRIE	JEFFERSON	70001	NFA	11/01/87
LAD980621775	BROWNING-FERRIS IND*	6699 FLORIDA AVENUE	NEW ORLEANS	JEFFERSON	70004	NFA	06/07/95
L 008149403	CELOTEX CORP	4TH STREET	HARRERO	JEFFERSON	70072	NFA	08/01/82
L 980501621	DISPOSAL SERVICES C*	US RT 61	KENNER/ALMEDIA	JEFFERSON	70062	NFA	05/01/84
LAD043742330	FIELD INDUSTRIES	524 FUNSTON ST	HARRAHAN	JEFFERSON	70123	NFA	01/01/81
LAD092687276	HYDRIL COMPANY CHEM*	200 DESTREHAN AVE	HARVEY	JEFFERSON	70058	NFA	08/02/94
L 980501563	JEFFERSON DISPOSAL *	US HWY 90 6 MI W OF*	AVONDALE	JEFFERSON	70094	NFA	06/27/95
L 990885329	LEE SANITATION SERV*	3229 RIDGELAKE DR	METAIRIE	JEFFERSON	70002	NFA	03/01/81
LAD980501662	METROPLEX LANDFILL	PETERS RD	HARVEY	JEFFERSON	70058	NFA	09/07/95
L 980501670	NATIONAL ENVIRONMEN*	3317 PETERS RD	HARVEY	JEFFERSON	70058	NFA	01/01/82
L 084670632	PAKTANK CORPORATION	106 BRIDGE CITY AVE	WESTMEGO	JEFFERSON	70094	NFA	10/01/86
LAD980864169	PUBLICLY OWNED HARR*	6526 4TH ST	HARRERO	JEFFERSON	70072	NFA	02/01/81
L 980501761	SUGARLAND DISPOSAL *	HWY 90 WEST	METAIRIE	JEFFERSON	70033	NFA	10/01/80
L 982292146	SUPREME SUGAR	7 MI W OF HWY 1 ON *	METAIRIE	JEFFERSON	70005	NFA	04/01/88
LAD002541670	TEXACO INC	BARATARIA BLVD & RI*	HARRERO	JEFFERSON	70073	NFA	03/01/86
LAD990886079	WASTE DISPOSAL COMP*	820 KENNER AVE	KENNER	JEFFERSON	70062	NFA	03/01/82
L 985170711	WESTBANK ASBESTOS	NEW ORLEANS	HARRERO	JEFFERSON	70072	NFA	03/15/95
L 043426006	WITCO CHEMICAL CORP	1805 4TH ST	HARVEY	JEFFERSON	70058	NFA	08/09/95
LAD043316361	ARGUS CHEMICAL CORP	RIVER RD HWY 3142	HAHNVILLE	ST CHARLES	70057	NFA	05/18/94
L 065485187	BEKER INDUSTRIES CO*	HWY 18 RIVER ROAD	TAFT	ST CHARLES	70057	NFA	09/08/94
L 980621742	BROWNING-FERRIS IND*	US HWY 61 E	NORCO	ST CHARLES	70079	NFA	05/25/95
LAD980621759	BROWNING-FERRIS IND*	HWY 90 WEST	BOUTTE	ST CHARLES	70039	NFA	03/16/95
L 980621833	BROWNING-FERRIS IND*	HWY 61 NORTH	NORCO	ST CHARLES	70039	NFA	05/25/95
L 980749865	DELORES HANSON PROP*	HWY 18	TAFT	ST CHARLES	70057	NFA	10/01/86
LAD062644778	GATX TERMINALS CORP	RIVER RD	NORCO	ST CHARLES	70079	NFA	05/01/81
LAD980501548	HAROLD WHITE LANDFI*	HWY 90 & LA HWY 3127	BOUTTE	ST CHARLES	70039	NFA	06/01/80
L 980864151	INTERNATIONAL PROCE*	HWY 48-0.6 MI W OF *	ST ROBE	ST CHARLES	70087	NFA	12/01/84
LAD001700756	MONSANTO CO LULING *	RIVER RD	LULING	ST CHARLES	70070	NFA	08/01/81
LAD982292138	OLD KENNER LANDFILL	0.6 MI W OF HWY 50 *	ST ROBE	ST CHARLES	70087	NFA	06/01/88
L 980621643	PAN-AM SOUTHERN COR*	JEFFERSON HWY (HWY *	DESTREHAN	ST CHARLES	70047	NFA	04/26/95
L 000607283	PELICAN STATE LANDF*	HWY 61 .9 MI N OF L*	ST ROBE	ST CHARLES	70087	NFA	07/01/80
LAD057482366	RTL CORPORATION LAN*	573 GOOD HOPE ST	NORCO	ST CHARLES	70079	NFA	03/01/81
L 980622104	SHELL CHEMICAL CO (*	RIVER RD (RD 12)	NORCO	ST CHARLES	70079	NFA	08/08/95
L 000726372	SHELL CHEMICAL CO T*	ROUTE 3142	TAFT	ST CHARLES	70057	NFA	09/01/80
LAD008186579	SHELL OIL CO (NORCE*	HWY 61 RIVER RD	NORCO	ST CHARLES	70079	NFA	10/10/95
LAD041581422	UNION CARBIDE CORPO*	LA HWY 18/3142 RIVE*	TAFT	ST CHARLES	70057	NFA	09/28/95
L 0139232946	BEROL CHEMICALS, IN*	NORTHWEST 19TH ST,0*	RESERVE	ST JOHN THE BAPTIST	70084	NFA	06/25/91
L 980876577	CAMBRIDGE PLACE EAST	SHERWOOD DR & ESSEX*	LA PLACE	ST JOHN THE BAPTIST	70068	NFA	02/01/85
LAD001890367	EI DUPONT DE NEMOUR*	2 MI W. OF LAPLACE *	LA PLACE	ST JOHN THE BAPTIST	70068	NFA	04/24/95
L 0059117580	JONES CHEMICALS DIS*	520 W 10TH AVE	RESERVE	ST JOHN THE BAPTIST	70084	NFA	01/01/82

CERCLIS COUNTY LISTING BY STATE
CERCLIS VERSION 2.0
NFA
LA

EPA ID	SITE NAME	SITE LOCATION	CITY	COUNTY	ZIP CODE	NFRAP IND.	NFRAP DATE
LAD050901669	NALCO CHEMICAL CO	RIVER RD/LA HWY 44	GARYVILLE	ST JOHN THE BAPTIST	70051	NFA	08/25/94
LAD980332936	SOUTHEASTERN CHEMICAL	US HWY 61 2 MI W OF	RESERVE	ST JOHN THE BAPTIST	70084	NFA	09/06/95
LAD980501605	LEON LOWE (ALTON TR)	END OF 15TH STREET	ALTON	ST TAMMANY	70458	NFA	05/01/80
LAD980621502	MADEVILLE TOWN OF *	BOUND BY LAFTTTE, AM	MADEVILLE	ST TAMMANY	70448	NFA	08/01/82
LAD980809834	PEARL RIVER CHEMICAL	BTW HWY 41, BROCKHAM	PEARL RIVER	ST TAMMANY	70452	NFA	09/28/95
LAD057114514	SOUTHERN COATINGS &	HWY 190 W	SLIDELL	ST TAMMANY	70458	NFA	05/25/95
LAD000778571	WINSTON BURNETT NEW	4 MI NORTH OF RT 59	SLIDELL	ST TAMMANY	70458	NFA	07/01/84
LAD065466534	B & F RURAL SANITAT	BATON ROUGE HWY	HAMMOND	TANGIPAHOA	70401	NFA	02/01/81
LAD982292088	CRISP QUARRY	CRISP RD. .7 MI N O	HAMMOND	TANGIPAHOA	70403	NFA	12/01/88
LAD052510344	DELATTE METAL INC	1541 WINEBURGER ROAD	PONCHATOULA	TANGIPAHOA	70454	NFA	10/11/95
LAD037961851	FLORIDA PARISHES IN	ST HWY 190, 3 MI W O	HAMMOND	TANGIPAHOA	70443	NFA	07/08/94
LAD982292062	HAMMOND GRAVEL PIT-	8/10 OF MI N OF VIN	HAMMOND	TANGIPAHOA	70403	NFA	07/06/94
LAD985214766	HILLSDALE DRUMS	RT 1 BOX 87 (3/4 MI	AMITE	TANGIPAHOA	70422	NFA	03/08/95
LAD980622021	INTERNATIONAL PAPER	1 MI OFF LA442	TICKFAW	TANGIPAHOA	70466	NFA	10/01/86

KCRA

AGE: 1
 LOGRAM:
 RPFI06-006
 STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID
 Comments: RIN96-1117

*** THIS REPORT IS INTENDED FOR F.O.I.A. USAGE ***
 *** F.O.I.A. NOTIFIERS REPORT ***
 DATABASE: Region VI Merge

DATE: 06/24/96
 TIME: 17.05.26
 RUN BY: NBR

ID NUMBER STATE-ID	FACILITY NAME Contact NAME	FACILITY ADDRESS Contact ADDRESS	FACILITY CITY Contact CITY	ZIP ZIP	County ST	G N T C E I E R R / N G S T S D	C T O Y M P DATE CONT-PHONE
A0000881052	ADM TRUCKING GRANT HOTARD	12748 RIVER RD PO BOX 457	DESTREHAN	70047	ST CHARLES	3	P 940831 504-764-9966
AD034235127	ANTI-PEST EXTERMINATING C CLIFTON MORALES	110 AMELIA ROUTE I 110 AMELIA ST ROUTE I	DESTREHAN	70047	ST CHARLES	N 8	P 800818 504-764-7906
AD985210368	BAXTER HEALTHCARE CORP ROBERT COLEMAN	100 CAMPUS DR E 100 CAMPUS DR E	DESTREHAN	70047	ST CHARLES	3	P 911105 504-764-2363
AD034235135	BUNGE CORPORATION HAROLD VENABLE	12442 RIVER RD 2 M E I-310 PO BOX 156	DESTREHAN	70047	ST CHARLES	3	P 800818 504-764-6516
AD985206507	COMMODITY CONTROL SVCS CO BEVERLYN MAGEE	8410 RIVER RD PO BOX 1205	DESTREHAN	70047	ST CHARLES	3	P 910618 504-764-7521
AD985198688	CONTROL SVCS DANNY SHAW	13760 RIVER RD PO BOX 1205	DESTREHAN	70047	ST CHARLES	3	P 900301 504-764-7521
AD985175298	D & A CLNRS DONG CHO	9239 AIRLINE HWY 9239 AIRLINE HWY	DESTREHAN	70047	ST CHARLES	3	P 900907 504-764-9923
AR000008920	GOODHALL RUBBER GIL AVERY	100 ALPHA DR STE 114 100 ALPHA DR STE 114	DESTREHAN	70047	ST CHARLES	3	P 951103 504-725-1171
AD985219278	LA FROZEN FOODS BOBBY CEDARS	405 ALPHA DR 405 ALPHA DR	DESTREHAN	70047	ST CHARLES	3	P 920222 504-764-3752
AD199715632	MOTOR RAIL DELIVERY OF LA MERVIN LEABER	59 BELLE GROVE 3800 FLORIDA AVE	DESTREHAN	70047	ST CHARLES	X	P 900419 504-465-8902
AD985185644	ORMOND COUNTRY CLUB JOHN BRADY	#10 VILLERE DR PO BOX 669	DESTREHAN	70047	ST CHARLES	3	P 901102 504-764-6825
AD982555237	ORMOND SVC CNTR INC PETER-JR BARRACO	#2 ERIC LAWRENCE DR PO BOX 185	DESTREHAN	70047	ST CHARLES	2	P 880801 504-764-1745
AD130901192	RON WEBERS AUTO RPR RON WEBER	14584 RIVER RD 14584 RIVER RD	DESTREHAN	70047	ST CHARLES	3 1	P 860715 504-764-7575
AD985225259	RYDER TRUCK SOUTHEAST FRO FRANK CIACCIO	405 ALPHA DR SHOP B 405 ALPHA DR SHOP B	DESTREHAN	70047	ST CHARLES	3	P 930308 504-764-2974
AO0001001049	SAVANNAH LABORATORIES NEW MICHAEL SALUM	100 ALPHA DR STE 110 100 ALPHA DR STE 110	DESTREHAN	70047	ST CHARLES	3	P 941213 504-764-1100
AD981907157	ST CHARLES PARISH MOSQUIT STEVE MORRIS	3525 RIVER RD. P.O. BOX 302	DESTREHAN	70047	ST CHARLES	N 8	C 870318 504-764-1118
LA6122699972	USDA FGIS BUNGE GRAIN ELE DOUGLAS MCENERY	RIVER RD EASTBANK MS MILE PO BOX 640	DESTREHAN	70047	ST CHARLES	3	F 891120 504-764-2324
LA9122699938	USDA FGIS ST CHARLES GRAI DOUGLAS MCENERY	RIVER RD EASTBANK MS RIVER PO BOX 640	DESTREHAN	70047	ST CHARLES	3	F 891120 504-764-2324
AR0000001990	WINN DIXIE #1588 AMY ENYART	9219 AIRLINE HWY 9219 AIRLINE HWY	DESTREHAN	70047	ST CHARLES	3	P 950224 504-764-3196
AR0000004028	ABA RENTALS BRUCE AWE	1221 W AIRLINE HWY 1221 W AIRLINE HWY	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 950508 504-652-7937
AD102453149	ACADIAN HEAD & BLOCK RICHARD DALFERES	1539 E AIRLINE HWY 1539 E AIRLINE HWY	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 860827 504-652-4088
AD981522220	ACR EQUIPMENT RENTAL & PA ROBERT WEBER	1907 W AIRLINE HWY 1907 W AIRLINE HWY	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 860729 504-652-8844

AGE: 1
ROGRAM:
2RPFI06-006
ser Selection:

*** THIS REPORT IS INTENDED FOR F.O.I.A. USAGE ***
** F.O.I.A. NOTIFIERS REPORT **
DATABASE: Region VI Merge

DATE: 06/24/96
TIME: 17.05.26
RUN BY: NBR

This report provides a TWO-line description of each facility with Contact information

@@@ Note: Facilities are NOT required by statute to re-notify when the facility contact changes @@ Data may not be current @@.

STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

Comments: RIN96-1117

SPORT CODES:

EN: 1 = (LQG) Large Quantity Generator
2 = (SQG) Small Quantity Generator
3 = (CESQG) Conditionally Exempt Small Quantity Generator
N = Not a generator, verified

RG: Generator RCRA Regulatory Status Description:

1 = Conditionally exempt SQG
2 = Definitionally excluded wastes
3 = Delisted wastes
4 = One-time generator
5 = Periodic generator
6 = No longer generating hazardous waste, still in business
7 = No longer generating hazardous waste, out of business
8 = Never generated hazardous waste
9 = ID number to TRANSPORT hazardous waste
10 = Regulated under another ID number

ote: A status of 'N' under GEN and a status of '6 or 7 or 8' under NRG indicates that the facility is INACTIVE

IS: Code indicating that the handler is engaged in the transportation of hazardous waste.

C = Handler transports waste for hire.
S = Handler transports waste for self.
X = Handler transports waste, but COMMERCIAL status is unknown.
N = Not a transporter, verified.

II/TSD: (CEI = Compliance Evaluation Inspection, TSD = Treatment, Storage, and Disposal Facility)

Code indicating that the handler is a TSD subject to CEI.

L = Position 1; Is a Land Disposal facility subject to CEI.
I = Position 2; Is an Incinerator subject to CEI.
B = Position 3; Is a BIF subject to CEI.
S = Position 4; Is a Storage/Treatment facility subject to CEI.

M: COMMERCIAL FACILITY, OFF-Site Waste Receipt

A = Accepts waste from (any) off-site source
R = Accepts waste from only a restricted group of off-site generators

TP: Type of Owner/Operator - F = Federal; S = State; P = Private; I = Indian; C = County; M = Municipal; D = Dist.; O = Other.

TE: Receipt Date of most current Notification

AGE: 2

ROGRAM:

2RPF106-006

STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

Comments: RIN96-1117

* * * THIS REPORT IS INTENDED FOR F.O.I.A. USAGE * * *

* * F.O.I.A. NOTIFIERS REPORT * *

DATABASE: Region VI Merge

DATE: 06/24/96

TIME: 17.05.26

RUN BY: NBR

ID NUMBER STATE-ID	FACILITY NAME Contact NAME	FACILITY ADDRESS Contact ADDRESS	FACILITY CITY Contact CITY	ZIP ZIP	County ST	G N T CEI E R R / N G S TSD	C T O Y M P DATE	CONT-PHONE
LAD982289076	ALLWASTE SVCS OF NO DAVID DROKE	3101 LA PLACE LANE PO BOX 1478	LAPLACE LAPLACE	70068 70069	ST JOHN THE BAPTIST	8 X		P 870720 504-651-2563
LAD985170174	ANDRY CHIROPRACTIC CLINIC DEREK ANDRY	1819 W AIRLINE HWY STE 16 1819 W AIRLINE HWY STE 16	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	2		P 891212 504-651-6228
LAD980628937	A3M VACUUM SVC INC PATRICK- SELLARS	1625 AIRLINE HWY PO DRAWER 729	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	X		P 831018 504-652-1448
LAD109826990	BARRETT CHIROPRACTIC CLINIC JOHN BARRETT	900 W AIRLINE HWY 900 W AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	2		P 891020 504-652-8100
LAD981596166	BAYOU CHEVROLET-PONTIAC INC ROBERT REINE	2020 W AIRLINE HWY 2020 W AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	2		P 861121 318-651-2500
LAR000014589	BELLSOUTH J2404 LAT230013948 FRED FORTIER	820 MAIN ST 3196 HWY 280 S RM 204NB	LAPLACE BIRMINGHAM	70068 35243	ST JOHN THE BAPTIST	2		P 810421 504-528-2925
LAD008177016	CASTAY INC WALTER-H CASTAY	900 E AIRLINE HWY PO BOX 597	LAPLACE LAPLACE	70068 70069	ST JOHN THE BAPTIST	2		P 861216 504-652-2375
LAD057877011	COMPLETE ELECTRIC MOTOR CO DENNIS FRANSON	843 W 5TH ST PO BOX 967	LAPLACE LAPLACE	70068 70069	ST JOHN THE BAPTIST	3		P 860804 504-652-1772
LAD985223775	COTTMAN TRANSMISSION HOWARD FALICK	8894 RICHMOND DR 8894 RICHMOND DR	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3		P 930106 504-536-4816
LAR000013102	DAVILCO ELECTRIC INC ARMANDO VILLA	850 E AIRLINE 850 E AIRLINE	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3		P 960423 504-651-6590
LAD985214592	DAVILLE ELECTRIC INC ARMANDO VILLA	132B AIRLINE HWY 132B AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3		P 920217 504-691-6590
LAD118971324	DONS BIKE SHOP GEORGE CROWDUS	936 CARROLLWOOD 936 CAROLWOOD	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	N 8		P 860904 504-652-9630
LAD981916000	DR V J ZERINGUE VJ-DR ZERINGUE	501 RUE DE SANTE STE 4 501 RUE DE SANTE STE 4	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	1		P 870612 504-652-1222
LAR000003814	DREDGING SUPPLY CO INC JUAN GARLAND	HWY 628 (RIVER RD) & HWY 6 5700 CITRUS BLVD STE A2	LAPLACE HARAHAN	70068 70123	ST JOHN THE BAPTIST	3		P 950127 504-652-2493
LAD985213859	DRY CLEANING BY SONYA DONNA NOLD	923 BELLE TERRE 923 BELLE TERRE	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3		P 920203 504-652-1403
LAD000778332	DSI TRANSPORTS INC NICK DROZDOWSKI	2 MI W OF LAPLACE ON AIRLINE PO BOX 1505	LAPLACE HOUSTON	70068 77001	ST JOHN THE BAPTIST	N 8		P 831208 713-479-3451
LAR000009415	DUPONT DOW ELASTOMERS CO LAD001890367 MARTIN GUIDRY	586 HWY 44 586 HWY 44	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	N 1		P 951220 504-536-5338
LAD001890367	BI DUPONT DE NEMOURS & CO RICHARD- GUIDRY	586 HWY 44 RIV RD 2.5 E RE 586 HWY 44	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	1	IBS	P 800818 504-536-5338
LAD985195130	EXXON CO USA #52745 ALDA-S POOL	205 E AIRLINE HWY PO BOX 4415	LAPLACE HOUSTON	70068 77210	ASCENSION	3		P 910226 713-656-7709
LAD985195171	EXXON CO USA #54528 ALDA-S POOL	4308 MAIN ST PO BOX 4415	LAPLACE HOUSTON	70068 77210	ST JOHN THE BAPTIST	3		P 910226 713-656-7709
LAD981519374	FIRESTONE STORE #024465 BILL SENCIA	1605 W AIRLINE HWY 1605 WEST AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3		P 860715 504-652-6397
LAD985212455	FOREIGN AUTO SPECIALTY IN CLEAVER FULLER	132 E AIRLINE HWY 132 E AIRLINE HWY	LAPLACE LAPLACE	70068 70068	JEFFERSON	3		P 911113 504-652-5687
LAD985211002	FOREIGN CAR CARE CARL SHAFFER	421 E AIRLINE HWY 421 E AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3		P 911003 504-652-9756

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LOGRAM:

RPF106-006

STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

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AD084661065	GOODMAN CONCRETE SYS STEVE GOODMAN	2500 W AIRLINE HWY 2500 W AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	N 8	P 851107 504-464-0891
AR000002105	HANDY LUBE & TUNE NEAL WILLIAMS	901 N SUGAR RIDGE 901 N SUGAR RIDGE	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 950130 504-651-5831
AD125945196	HYDRO SVCS INC GARY NOTO	3125 LA PLACE LN 3125 LA PLACE LN	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	N 8	P 851112
AD034315325	HYMELS AUTO PARTS & SERVI JEAN GENDRON	501 E AIRLINE HWY 501 E AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 860904 504-652-6362
AD985209329	INDUSTRIAL TRUCK & AUTO R GEORGE SASSO	516 HEMLOCK PO BOX 1505	LAPLACE LAPLACE	70068 70069	ST JOHN THE BAPTIST	3	P 911021 504-536-8114
AD981598469	J & D SVC CNTR JOSEPH FRANCISCO	112 E AIRLINE HWY 112 E AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	N 7	P 861216 504-652-9237
AD985189976	JIMS BODY SHOP BOBBY WATSON	1016 BERT ST 1016 BERT ST	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 901224 504-652-5804
AD981914146	L OBSERVATEUR MICHAEL QUINN	121 W 6TH ST PO BOX 1010	LAPLACE LAPLACE	70068 70069	ST JOHN THE BAPTIST	3	P 870508 504-652-9545
AD985193671	LAPLACE CHIROPRACTIC CLIN DR-GRANT BABKOW	421 W AIRLINE HWY STE F 421 W AIRLINE HWY STE F	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 910226 504-652-4400
AD052509148	LAPLACE LAUNDRY & DRYCLEA BORG BURAS	801 MAIN 801 MAIN ST	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 850827 504-652-9104
AD981913486	LAPLACE MEDICAL CNTR MICHELE GUIDRY	2410 W 5TH PO DRAWER 670	LAPLACE LAPLACE	70068 70069	ST JOHN THE BAPTIST	1	P 870430 504-652-9504
AD000757476	LP & L LITTLE GYPSY SES DONALD MCBRIDE	17420 RIVER RD 17420 RIVER RD	MONTE LAPLACE	70068 70068	ST CHARLES	3	P 800818 504-464-3853
AD000642694	MAINTTECH INTERNATIONAL IN BUDDY-D BOVARD	HWY 61 S PO BOX 756	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	N 8	P 800818 504-536-1193
AD985216399	MATLACK INC BERNARD BRISTOL	145 WOODLAND DR 145 WOODLAND DR	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 920225 504-642-4319
AD985208800	MEINEKE DISCOUNT MUFFLERS RAY BLACK	2329 W AIRLINE HWY 2329 W AIRLINE HWY	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 910805 504-652-7553
AD000451096	MIDAS MUFFLER SHOP WILLIAM MATHEWS	157 BELLE TERRE BLVD 157 BELLE TERRE BLVD	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 940425 504-651-3170
AR000007054	MISSISSIPPI RIVER RECYCLI KEVIN TORRES	146 HWY 3217 PO BOX 1869	LAPLACE LAPLACE	70068 70069	ST JOHN THE BAPTIST	3	P 950901 504-652-4613
AD118999564	MITEY FAST SVC CNTR BILLY-M JAMBON	625 MAIN ST 625 MAIN ST	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 870129 504-652-3311
AD131229569	MITEY MUFFLER OF LAPLACE BILL JAMBON	1101 S MAIN ST HWY 51 1101 S MAIN ST HWY 51	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 870129 504-652-3311
AD985209295	NORTHSIDE CHEVRON PEYTON SANDOZ	2033 W AIRLINE 2033 W AIRLINE	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	3	P 911021 504-469-3422
AD981519606	PERRILLOUXS AUTO RPR MELVIN PERRILLOUX	926 2ND ST 926 2ND ST	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	2	P 860715 504-652-5420
AD981587405	PICKS AUTO PARTS CARL GALLE	500 HEMLOCK ST 500 HEMLOCK ST	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	2	P 860819 504-652-2241
AD981154263	PRO-TECH AUTOMOTIVE INC IM TREGRE	1008 BERT ST 1008 BERT ST	LAPLACE LAPLACE	70068 70068	ST JOHN THE BAPTIST	1	P 860304 504-652-5488

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 LOGRAM:
 RPFI06-006

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STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID
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ID NUMBER STATE-ID	FACILITY NAME Contact NAME	FACILITY ADDRESS Contact ADDRESS	FACILITY CITY Contact CITY	ZIP ZIP	County ST	G N T C E I E R R / N G S T S D	C T O Y M P DATE
AD981519689	RIVER PARISHES MEDICAL CE	500 RUE DE SANTE	LAPLACE	70068	ST JOHN THE BAPTIST	1	P 860715
	BRIAN LANDRY	500 RUE DE SANTE	LAPLACE	70068	LA		504-652-7000
AD985222751	RIVERLAND PUMP	509 HEMLOCK ST	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 920416
	GRAIG MALLERE	509 HEMLOCK ST	LAPLACE	70068	LA		504-536-7855
AD112777248	RIVERLANDS CAR CARE CENTE	518 HEMLOCK	LAPLACE	70068	ST JOHN THE BAPTIST	N 7	850909
	LBERT THIERY	518 HEMLOCK	LAPLACE	70068	LA		504-652-4687
AD985217678	ROUSSEL TIRE & CAR CARE C	2221 BELLE TERRE BLVD	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 920225
	DAVID KINCHIN	2221 BELLE TERRE BLVD	LAPLACE	70068	LA		504-652-4063
AD981522741	ROUSSEL TIRE & CAR CARE C	1421 W AIRLINE HWY	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 860729
	DAVID KINCHEN	1421 W AIRLINE HWY	LAPLACE	70068	LA		504-652-4063
AD0000880351	SAYBOLT INC DELTA ANALYTI	109 WOODLAND DR	LAPLACE	70068	ST JOHN THE BAPTIST	2	P 940907
	GLENN METZGER	109 WOODLAND DR	LAPLACE	70068	LA		504-651-5500
AD985188309	SHANNONS BODY SHOP	2261C MCREINE RD	LAPLACE	70068	ST CHARLES	3	P 901210
	SHANNON PENN	RT 1 BOX 2261 C MCRIENE R	LAPLACE	70068	LA		504-652-7854
AD980744445	SHELL SERVICE STATION	4309 MAIN ST	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 820610
	MATTHEW KELLEY	PO BOX 2463	HOUSTON	77252	TX		504-588-4911
AD982287179	SOUTHERN SANITATION SVC	2408 WILLIAMSBURG DR	LAPLACE	70068	ST JOHN THE BAPTIST	N 8	P 871210
	CHARLES MULLINS	2408 WILLIAMSBURG DR	LAPLACE	70068	LA		504-651-2697
AD000002519	ST PIERRES FAB & WELDING	740 CCC RD	MONTZ	70068	CALCASIEU	3	P 950314
	DALE ST PIERRE	PO BOX 639	DESTREHAN	70047	LA		504-652-1188
AD985188317	SUNSHINE EQUIP CO INC	100 CIRCLE DR	LAPLACE	70068	ST CHARLES	2	P 901210
	DAVID SCHEKNAYDER	100 CIRCLE DR	LAPLACE	70068	LA		504-651-2598
AD981599970	THE AUTO SHOP	501 MAIN ST	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 861209
	EJ DUHE	501 MAIN ST	LAPLACE	70068	LA		504-652-4741
AD000007849	TIMES PICAYUNE RIVER PARI	301 W AIRLINE HWY STE 103	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 951004
	AARON HEBERT	3800 HOWARD AVE	NEW ORLEANS	70140	LA		504-826-3218
AD981521628	TRI PARISH TOOL	440 W 5TH ST	LAPLACE	70068	ST JOHN THE BAPTIST	2	P 860718
	DONALD DAY	440 W 5TH ST	LAPLACE	70068	LA		504-652-8193
AD985204056	TRICHES MARINE & LAWN	2813 HWY 51	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 910709
	CLARENCE TRICHE	2813 HWY 51	LAPLACE	70068	LA		504-652-6193
AD041226499	TRICHES MARINE & LAWN EQU	1122 W AIRLINE HWY	LAPLACE	70068	ST JOHN THE BAPTIST	N 8	850930
	SANDRA TRICHE	1122 W AIRLINE HWY	LAPLACE	70068	LA		504-652-6193
AD0000593806	TRUCK TRANSPORT INC	807 WALNUT ST	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 940713
	PATRICIA WEAR	807 WALNUT ST	LAPLACE	70068	LA		504-651-9661
AD985221746	UNITED COATINGS INC	1450 E AIRLINE HWY	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 920818
	DOUGLAS LAICHE	PO BOX 1353	LAPLACE	70069	LA		504-652-5758
AD981903685	WAL-MART STORE #06-0961	1616 W AIRLINE HWY	LAPLACE	70068	ST JOHN THE BAPTIST	3	P 870209
	CHARLES KANTRLLS	1616 W AIRLINE HWY	LAPLACE	70068	LA		504-652-3576
AD981608862	WOLF INC	1077A E. AIRLINE	LAPLACE	70068	ST JOHN THE BAPTIST	2	P 860718
	DENNIS BAUER	1077A E. AIRLINE	LAPLACE	70068	LA		504-652-4022
AD118989920	Y & H CYCLES	542 E AIRLINE HWY	LAPLACE	70068	ST JOHN THE BAPTIST	1	P 861209
	BROWNER JEFF	542 E AIRLINE HWY	LAPLACE	70068	LA		504-652-7440
AD985174135	ADVANCED COLLISION SVCS I	856 APPLE ST	NORCO	70079	ST CHARLES	3	P 900726
	CLARENCE ELISER	856 APPLE ST	NORCO	70079	LA		504-764-8347
AD981595952	BERGERON AUTOMOTIVE	720 GOOD HOPE ST	NORCO	70079	ST CHARLES	3	P 861118

AGE: 5
 LOGRAM:
 RPFI06-006

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STATE-ID	Contact NAME	Contact ADDRESS	Contact CITY	ZIP	ST				
AT230012452	MICHAEL BERGERON	720 GOOD HOPE ST	NORCO	70079	LA				504-764-1301
	BERNUTH LEMBCKE CO INC	RIVER ROAD	GOOD HOPE	70079	ST CHARLES	1			P 831014
	ROY BEERY	7600 W TIDWELL RD STE 114	HOUSTON	77040	TX				713-939-1900
AT230013252	CHEVRON USA GOOD HOPE LUB	RIVER ROAD	GOOD HOPE	70079	ST CHARLES	N 8			801119
	BJ GUTHRIE	PO BOX 127	GOOD HOPE	70079	LA				504-764-7665
AD982548976	COMSOURCE AMERICAN	1615 RIVER RD	NORCO	70079	ST CHARLES	2			P 910319
	HARRY VICKANIR	PO BOX 59	NORCO	70079	LA				504-764-0277
AD981899669	DELTA MACK TRUCK SALES	800 AIRLINE HWY	NORCO	70079	ST CHARLES	2			P 870112
	KOEPPPEL JOHN	800 AIRLINE HWY	NORCO	70079	LA				504-469-6225
AR000000851	FIRST RECOVERY	1601 RIVER RD STE B	NORCO	70079	ST CHARLES				P 950209
	DOUG LOLLAR	1154 POINT NEWPORT TERRAC	CASSELBERRY	32707	FL				407-260-2205
AD062644778	GATX TERMINALS CORP NORCO	15272 RIVER RD	NORCO	70079	ST CHARLES	1			P 800818
	TONY THEVENOT	PO BOX 157 RIVER RD	NORCO	70079	LA				504-764-3300
LA0000931626	GECKO GRAPHICS	525 APPLE ST	NORCO	70079	ST CHARLES	3			P 941018
	VICTOR BOURGOYNE	525 APPLE ST	NORCO	70079	LA				504-764-2856
AD985190081	GUILLORYS BODY SHOP	701 GOODHOPE ST	NORCO	70079	ST CHARLES	3			P 901224
	STEVEN GUILLORY	701 GOODHOPE ST	NORCO	70079	LA				504-764-6827
AD985189646	LABORATORY SVC INC	LOWERLINE AVE LOT B	GOOD HOPE	70079	ST CHARLES	3			P 901224
	BRUCE ROCHELLE	PO BOX 476	NORCO	70079	LA				504-764-6933
AD985192582	MISSISSIPPI RIVER EQUIPME	530 GOOD HOPE ST	NORCO	70079	ST CHARLES	3			P 910225
	NEIL WAGUESPACK	PO BOX 249	NORCO	70079	LA				504-764-1194
AD985209238	NATURAL GAS CO OF LA	101 APPLE ST	NORCO	70079	ST CHARLES	3			P 910926
	NICK FUNK	101 APPLE ST	NORCO	70079	LA				504-764-2311
AD057482366	RTL CORPORATION	573 GOOD HOPE ST	NORCO	70079	ST CHARLES	3			P 860819
	DAVID BEADLE	573 GOOD HOPE ST	NORCO	70079	LA				504-764-6651
AD981898604	SCHNEXNAYDER MARINE SVC	930 AIRLINE HWY	NORCO	70079	ST CHARLES	2			P 861216
	MORGAN SCHNEXNAYDER	930 AIRLINE HWY	NORCO	70079	LA				504-764-9188
AD980622104	SHELL CHEMICAL CO	16122 RIVER RD	NORCO	70079	ST CHARLES	1	I	S	P 800818
	PHIL SNYDER	PO BOX 10	NORCO	70079	LA				504-465-7220
AD008186579	SHELL NORCO REFINING CO	15536 RIVER RD	NORCO	70079	ST CHARLES	1	L		P 800818
	KIRK MENARD	PO BOX 10	NORCO	70079	LA				504-465-7202
AD980745103	SHELL OIL CO CRUDE OIL TE	GOODHOPE TERMINAL	NORCO	70079	ST CHARLES	N 8			P 820712
	JR FRANCOIS	PO BOX 86	GIBSON	70356	LA				713-241-0311
AR0000011635	SHELL OIL CO NORCO EAST S	15536 RIVER ROAD LOT 1	NORCO	70079	ST CHARLES	1			P 960314
	PHIL SNYDER	PO BOX 10	NORCO	70079	LA				504-465-7220
AD980629166	SOUTH CENTRAL BELL NORCLA	AVENUE D & 2ND ST	NORCO	70079	ST CHARLES	N 8			811026
	M GREEN	365 CANAL ST	NEW ORLEANS	70140	LA				504-528-2908
AD000755850	TCP CONSTRUCTION COMPANY	PROSPECT AVENUE	GOOD HOPE	70079	ST CHARLES	N 7			P 800818
	MARK HEBERT	P O BOX 428	NORCO	70079	LA				504-764-8611
AD000225862	TRANSAMERICAN REFINING CO	14902 RIVER RD	NEW SARPY	70079	ST CHARLES	1			P 800818
	GARY KARR	PO BOX 537	NORCO	70079	LA				504-764-8611
AR000004598	UNION CARBIDE NORCO CATAL	16122 RIVER RD LOT 1	NORCO	70079	ST CHARLES	1			P 950531
	CHARLIE COX	PO BOX 518	NORCO	70079	LA				504-465-7968
AR000000950	UNION CARBIDE NORCO POLPR	901 PROSPECT	NORCO	70079	ST CHARLES	1 6			P 950130
	CHARLIE COX	PO BOX 518	NORCO	70079	LA				504-465-7968
AT230012072	UNION OIL CO GOOD HOPE FL	HWY 61 1 M NE OF GOOD HOPE	GOOD HOPE	70079	ST CHARLES	N 8			800818

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	EDWIN-L WILBANKS	PO BOX 7096	HOUMA	70361	LA		504-876-1150
AD094925351	NORCO ASP TIM CHILDS	CEDAR DR & HWY 61 PO BOX 336 CEDAR DR	NORCO NORCO	70079	ST CHARLES LA	2	P 800825 713-868-0480
AD985220680	BASS ENTERPRISES PRODUCTI ALBERT LIBERSAT	17841 HWY 15 PO BOX 160	POINTE A LA HAC POINTE A LA HAC	70082	PLAQUEMINES LA	3	P 920618 504-525-9982
AD980629067	SOUTH CENTRAL BELL PNALLA WM GREEN	HWY 39 365 CANAL ST	POINTE A LA HAC NEW ORLEANS	70082	PLAQUEMINES LA	N 8	811026 504-528-2908
AD008176299	BERGERON INDUSTRIES INC B CURTIS BROWNER	2001 TODD DR 2001 TODD DR P O BOX 38	ST BERNARD ST BERNARD	70085	ST BERNARD LA	N 8	P 800818 504-682-2396
AD980865349	KERR MCGEE CORP HOPEDALE ARY BRADFORD	RT 1 BOX 612 E PO BOX 54028	ST BERNARD LAFAYETTE	70085	ST BERNARD LA	1	P 830830 318-261-3070
AT230014102	SOUTH CENTRAL BELL - STBR D-E BUCK	ST BERNARD RD 365 CANAL ST ROOM 1790	ST BERNARD NEW ORLEANS	70085	ST BERNARD LA	N 8	P 810421 504-528-2400
AD980509673	SOUTH CENTRAL BELL YSCLLA HL BRIDGES	HWY 46 365 CANAL ST ROOM 1790	YSCLOSKEY NEW ORLEANS	70085	ST BERNARD LA	N 8	P 810303 504-528-2742
AD980796791	SOUTHERN NATURAL GAS CO T GERALD CREEL	2400 BAYOU RD P. O. BOX 147	ST BERNARD CHALMETTE	70085	ST BERNARD LA	1	P 820423 504-682-6206
AD000755801	TENNESSEE GAS PIPELINE ST JACK MILLS	1801 FLORISSANT HWY 224 AVIATION RD	ST BERNARD HOUMA	70085	ST BERNARD LA	3	P 800818 504-879-3516
AT230012924	UNION TEXAS PETROLEUM COR W-S TAYLOR	SECT 19 TWF 17S RANGE 14E PO BOX 8	ST BERNARD ST BERNARD	70085	ST BERNARD LA	N 8	800818 713-960-7961
AT230012932	UNION TEXAS PETROLEUM COR W-S TAYLOR	SECTION 6 TWF 18S RANGE 16 PO BOX 8	ST BERNARD ST BERNARD	70085	ST BERNARD LA	N 8	800818 713-960-7961
AD008194771	UNION TEXAS PETROLEUM COR WS TAYLOR	ST BERNARD HWY PO BOX 8	ST BERNARD ST BERNARD	70085	ST BERNARD LA	1	P 800818 713-960-7961
AD985201185	ABLE FOREIGN CAR RPR TONY OSTROWSKI	1098 W AIRLINE HWY 1098 W AIRLINE HWY	ST ROSE ST ROSE	70087	ST CHARLES LA	3	P 910605 504-468-1809
AD981522261	ACTION AUTO FRED WININGHAM	1096 B W AIRLINE 1096-B-W AIRLINE	ST ROSE ST ROSE	70087	ST CHARLES LA	N 8	P 860729 504-469-4391
AD981588429	B & J RPR WALTER JANOE	310 ALAMEDA RD 310 ALAMEDA RD	ST ROSE ST ROSE	70087	ST CHARLES LA	2	P 860822 504-464-1656
AD981906282	B & N BAYOU OIL CO INC NORMAN BARTHOLOMEW	1105 AIRLINE HWY 6304 WILTY ST	ST ROSE METAIRIE	70087	ST CHARLES LA	N 7	P 870310 504-454-6012
AD982305526	B & N BAYOU OIL INC NORMAN BARTHOLOMEW	1101 BELTWAY DR 6304 WILTY ST	ST ROSE METAIRIE	70087	LAFOURCHE LA	N 8 X	P 870623 504-454-6012
AD985222918	BAXTER SCIENTIFIC PRODUCT PETER BREAUX	150 CANVASBACK DR 150 CANVASBACK DR	ST ROSE ST ROSE	70087	ST CHARLES LA	3	P 921113 504-461-5517
AD000265546	BRAND SCAFFOLDING WADE DELANEUVILLE	10389 AIRLINE HWY PO BOX 1029	ST ROSE KENNER	70087	ST CHARLES LA	3	P 940127 504-464-9981
AD981904246	BUMPYS AUTO REPAIR GEORGE KEARNEY	953 W AIRLINE NO 3 953 W AIRLINE NO 3	ST ROSE ST ROSE	70087	ST CHARLES LA	1	P 870218 504-468-9326
AD981907868	BUTCHS INC	714 ST ROSE AVE	ST ROSE	70087	ST CHARLES	N 8	P 870330

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 STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID
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 *** F.O.I.A. NOTIFIERS REPORT ***
 DATABASE: Region VI Merge

DATE: 06/24/96
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ID NUMBER	FACILITY NAME	FACILITY ADDRESS	FACILITY CITY	ZIP	County	G N T CEI	C T	DATE
STATE-ID	Contact NAME	Contact ADDRESS	Contact CITY	ZIP	ST	E R R /	O Y	
						N G S TSD	M P	CONT-PHONE
AD981596232	RICHARD FITZGERALD	714 ST ROSE AVE	ST ROSE	70087	LA			504-464-0971
	CAPITANO TRUCK RPR	1082 W AIRLINE HWY	ST ROSE	70087	ST CHARLES	3		P 861121
	JOHN CAPITANO	225 RIVERVIEW DR	ST ROSE	70087	LA			504-465-9390
AD985206721	CHEMPFIX TECHNOLOGIES INC	161 JAMES DR W STE 110	ST ROSE	70087	ST CHARLES	8		P 910826
	SAMUEL PIZZITOLA	161 JAMES DR W STE 110	ST ROSE	70087	LA			504-461-0466
AD985173053	COOPER ENERGY SVCS	900 RIVER RD	ST ROSE	70087	ST CHARLES	3		P 900717
	GREG PENZATO	900 RIVER RD	ST ROSE	70087	LA			504-465-0260
AD038109260	CUSTOM FUEL SVC	19085B RIVER RD	ST ROSE	70087	ST CHARLES		X	P 900419
	HARRY BECKLER	PO BOX 279	ST ROSE	70087	LA			504-467-2646
AD0000870030	DELTA PETROLEUM	10352 RIVER RD	ST ROSE	70087	ST CHARLES	3		P 941005
	FLOYD CHISHOLM	10352 RIVER RD	ST ROSE	70087	LA			504-464-9970
AD985219880	DIEBOLD INC	150 JAMES DR EAST	ST ROSE	70087	ST CHARLES	3		P 920625
	DON CAMPBELL	150 JAMES DR EAST	ST ROSE	70087	LA			504-465-0291
AD981520067	DUHON MACHINERY CO INC	1086 W AIRLINE HWY	ST ROSE	70087	ST CHARLES	3		P 860715
	SIDNEY-J DUHON	PO BOX 507	KENNER	70063	LA			504-466-5495
AD077892693	ENCLEAN	999 W AIRLINE HWY	ST ROSE	70087	ST CHARLES	3		P 860729
	RONNIE GARLEPIED	999 W AIRLINE HWY	ST ROSE	70087	LA			504-467-4425
AD000006395	ENTERGY SYSTEMS & SVC INC	107 MALLARD ST CTR 21	ST ROSE	70087	ST CHARLES		S	S P 950821
	TRAINA MITCH	107 MALLARD ST CTR 21	ST ROSE	70087	LA			504-542-5921
AD062647060	FLUID POWER PRODUCTS INC	101 TEAL ST	ST ROSE	70087	ST CHARLES	N 7		P 860904
	JOE POTASNIK	PO BOX 65	KENNER	70063	LA			504-466-7666
AD981587348	GENERAL EQPT DBA SCOTT CO	10176 AIRLINE HWY	ST ROSE	70087	ST CHARLES	3		P 860819
	ALLEN JOHNSON	PO BOX 997	ST ROSE	70087	LA			504-461-0961
AD985221712	HOBART CORP	1000 RIVERBEND BLVD STE H	ST ROSE	70087	ST CHARLES	3		P 920505
	SUE GUIDRY	1000 RIVERBEND BLVD STE H	ST ROSE	70087	LA			504-465-0490
AD982294068	INTERNATIONAL MATEX TANK	11842 RIVER RD	ST ROSE	70087	ST CHARLES	1 1		P 880125
	DAVID SCHERER	PO BOX 159	ST ROSE	70087	LA			504-468-3997
AD985213214	KOCH GATEWAY PIPELINE CO	HWY 48 1.5 M E I-310	ST ROSE	70087	ST CHARLES	2		P 911216
	RODNEY LEE	PO BOX 2256	WICHITA	67201	KS			316-832-3795
AD985228964	MATLACK	2000 W AIRLINE SHOP A	ST ROSE	70087	ST CHARLES	N 7		P 930712
	DALE LACHNEY	145 WOODLAND DR	LAPLACE	70068	LA			504-467-4250
AD079449179	MATLACK INC	10425 W AIRLINE HWY	ST ROSE	70087	ST CHARLES	1	C	P 831028
	BERNARD BRISTOL	10425 W AIRLINE HWY	ST ROSE	70087	LA			504-461-5300
AD985171131	NORWEL EQUIPMENT CO	10288 AIRLINE HWY W	ST ROSE	70087	ST CHARLES	3		P 900504
	JIM KING	10288 AIRLINE HWY W	ST ROSE	70087	LA			504-291-3750
AD982294951	PACE ANALYTICAL SVCS INC	161 JAMES DR W STE 100	ST ROSE	70087	ST CHARLES	2		P 950516
	ELAINE WILD	161 JAMES DR W STE 100	ST ROSE	70087	LA			504-469-0333
AD985224427	PARISH TRUCK SALES	1085 W AIRLINE HWY	ST ROSE	70087	ST CHARLES	3		P 921117
	BRIAN BENNETT	1085 W AIRLINE HWY	ST ROSE	70087	LA			504-467-9630
AD981511520	PORTACAN OF NEW ORLEANS	1241 RIVER RD	ST ROSE	70087	ST CHARLES	1		P 860512
	ARREL HORNE	P O BOX 730	KENNER	70063	LA			504-468-1433
AD982553372	PPG INDUSTRIES INC LOC #1	201 JAMES DR E	ST ROSE	70087	ST CHARLES	2		P 880721
	THOMAS YURICK	260 KAPPA DR	PITTSBURGH	15238	PA			412-963-5813
AD985191154	QUALITY FAB CONTRACTORS I	10308 AIRLINE HWY	ST ROSE	70087	ST CHARLES	3 1		P 910109
	BRUCE BOURGEOIS	1426TH ST	KENNER	70062	LA			504-469-1272
AD981903073	R & M DIESEL & AUTOMOTIVE	1082 W AIRLINE HWY	ST ROSE	70087	ST CHARLES	2		P 870204

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LAD982559296	MICHAEL ADAMS RIVER ROAD AUTO	1082 W AIRLINE HWY 19105 RIVER RD	ST ROSE ST ROSE	70087 LA 70087 ST CHARLES		3	504-467-2345 P 881024
LAD985203355	JOE BARBARA SANDAIR CORPORATION	19105 RIVER RD 2101 W AIRLINE HWY	ST ROSE ST ROSE	70087 LA 70087 ST CHARLES		3	504-464-0767 P 910529
LAD981519879	ROBERT ZIGLER SGS CONTROL SVCS INC	PO BOX 1699 151 JAMES DRIVE W	KENNER ST ROSE	70063 LA 70087 ST CHARLES		3	504-469-5493 P 860715
LAD094904513	LARRY MCCARTHY SHELL OIL CO ST ROSE SITE	PO BOX 1328 11842 RIVER RD LOT 2	KENNER ST ROSE	70063 LA 70087 ST CHARLES		1	504-469-6401 P 800818
LAD985220631	PHIL SNYDER SHELL OIL CO ST ROSE SITE	PO BOX 10 11842 RIVER RD	NORCO ST ROSE	70079 LA 70087 ST CHARLES		N 1	504-465-7220 P 920402
LAD094904513	PHIL SNYDER SPL INC	PO BOX 10 1000 RIVERBEND BLVD STE F	NORCO ST ROSE	70079 LA 70087 ST CHARLES		3	504-465-7220 P 910604
LAD985203744	I-R DELEON SUPERIOR SCRAP METALS INC	1000 RIVERBEND BLVD STE F 10298 AIRLINE HWY	ST ROSE ST ROSE	70087 LA 70087 ST CHARLES		3	504-467-5503 P 860711
LAD010402865	CLAIBORN BARID USAMEX FERTILIZERS INC	10298 AIRLINE HWY RIVER ROAD	ST ROSE ST ROSE	70087 LA 70087 ST CHARLES		N 8	504-467-1108 P 800818
LAD981597057	GEORGE PLAEGER WASTE MGMT PELICAN LF	PO BOX 217 HWY 61 4 M NE OF CITY	ST ROSE ST ROSE	70087 LA 70087 ST CHARLES		3	504-721-0261 P 861121
LAD985223635	ALBERT KLEINPETER WIKOFF COLOR CORP	5800 HWY 90 161 JAMES DR W STE 145	AVONDALE ST ROSE	70094 LA 70087 ST CHARLES		3	504-436-0152 P 921120
LAD985224187	STAN HESS YORK INTERNATIONAL CORP	161 JAMES DR W STE 145 143 MALLARD STR STE A	ST ROSE ST ROSE	70087 LA 70087 ST CHARLES		2	504-464-6086 921102
	NED HEBERT	143 MALLARD STR STE A	ST ROSE	70087 LA			504-464-6941
LAD980507941	AC THOMAS PEST CNTRL AC THOMAS	669 KOHNKE HILL RD RT 103C	HAMMOND HAMMOND	70401 TANGIPAHOA 70401 LA		N 8	P 800821 504-345-7177
LAD985189596	ALLIED TIRES STEVE JOEL	205 S MORRISON BLVD 205 S MORRISON BLVD	HAMMOND HAMMOND	70401 TANGIPAHOA 70401 LA		3	A P 901224 504-542-2100
LAD981511421	ALPINE CLNRS RENDLE LEBOEUF	2708 W THOMAS ST 2708 W THOMAS ST	HAMMOND HAMMOND	70401 TANGIPAHOA 70401 LA		1	P 860512 504-345-9527
LAD065466534	B & F RURAL SANITATION CO JW JORDAN	BATON ROUGE HWY RT 1 BOX 14D	HAMMOND HAMMOND	70401 TANGIPAHOA 70401 LA		N 8	800818
LAD981898620	BELLSOUTH J2823 FRED FORTIER	2548 CLUB DELUX RD 3196 HWY 280 S RM 204NB	HAMMOND BIRMINGHAM	70401 TANGIPAHOA 35243 AL		3	P 861216 504-528-2925
LAD985228543	BELLSOUTH J2828 FRED FORTIER	320 W THOMAS ST 3196 HWY 280 S RM 204NB	HAMMOND BIRMINGHAM	70401 TANGIPAHOA 35243 AL		2	P 930707 504-528-2925
LAD0000063289	BIKE ZONE RICHARD OCONNELL	1300 W THOMAS ST 1300 W THOMAS ST	HAMMOND HAMMOND	70401 TANGIPAHOA 70401 LA		3	P 931004 504-892-0222
LAD982283301	BILL HOOD FORD DEBRA SANTORA	1500 N MORRISON ST PO BOX 3007	HAMMOND HAMMOND	70401 TANGIPAHOA 70401 LA		2	P 870910 504-345-1590
LAD980748842	BOILER REBUILDERS & FABRI OHN COOTS	LEE HALL SOUTHEASTERN UNIV PO BOX 763	HAMMOND PORT ALLEN	70401 TANGIPAHOA 70767 LA		N 8	821220 504-627-6201
LAD0000013078	BOSS ENTERPRISES INC CB FAUST	46487 MORRIS RD 46487 MORRIS RD	HAMMOND HAMMOND	70401 TANGIPAHOA 70401 LA		3	P 960424 504-549-0011
LAD985172733	BROWNING FERRIS IND MAURY LAWSON	6225 HWY 190 W PO BOX 7407	HAMMOND HAMMOND	70401 TANGIPAHOA 70403 LA		3	P 900717 504-542-6905

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2RPF106-006

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						CONT-PHONE	
LA0000921445	C & S AUTOMOTIVE ELLIOT CARLTON	46503 MILTON RD 46503 MILTON RD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 941010 504-567-9745
LAD985205830	CHEVRON USA INC #109193 KATHRYN MINTER	100 HWY 51 BYPASS PO BOX 4256	HAMMOND HOUSTON	70401 77210	TANGIPAHOA TX	2	P 910618 713-754-3500
LAR000005959	CLOUD CHASERS INC TOM SIEGRIST	553 N INDUSTRIAL PARK RD 553 N INDUSTRIAL PARK RD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 950720 504-542-1163
LAD985227768	COTTONS HOLSUM BREAD TRUC DON BANKSTON	4211 HWY 190 W 4211 HWY 190 W	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 930427 504-345-3710
LAD982548067	DAVID M DOAN MD DAVID-M- DOAN	103 PROFESSIONAL PLAZA 103 PROFESSIONAL PLAZA	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 8	P 880224 504-345-3402
LAD985201524	DELCHAMPS DISTRIBUTION CN CHARLES SMITH	407 PRIDE AVE 407 PRIDE AVE	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	2	P 910722 504-542-9230
LAD981584360	DEPAULAS INC ROBERT DEPAULA	202 THOMAS ST 202 THOMAS ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	1	P 860812 504-345-7100
LAD985201490	DIAMOND ENGINE & CRANK SH DON PELLICHINO	2480 HWY 190 2480 HWY 190	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 910709 504-345-9347
LAD034262162	DIXIE MOTORS INC LEWIS WELTON	318 N MORRISON BLVD PO BOX 2127	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	2	P 860811 504-345-0321
LAR000014340	DIXIE RV CENTER DIVERSIFI TOMMY POCHE	322 N MORRISON AVE 318 N MORRISON BLVD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 960523 504-345-0321
LAD109822494	DR CO HENNEMAN CORWIN HENNEMAN	209 CELIA AVE 209 CELIA AVE	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 890327 504-345-6007
LAD055014237	DREW COTTON SEED OIL MILL JAMES RUBLE	HWY 51 PO BOX 1605	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 8	800701 501-367-6245
LAD985190776	DUNCANS BODY SHOP LEON DUNCAN	1715 S MORRISON BLVD 1715 S MORRISON BLVD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 910109 504-345-1748
LAD034262220	DURHAM PONTIAC GMC BUTCH HOWARD	HWY 51 AT CHURCH ST HWY 51 AT CHURCH ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 870107 504-345-1425
LAD985194877	EXION CO USA #53893 AKA T ALDA-S POOL	3175 HWY 90 W PO BOX 4415	HAMMOND HOUSTON	70401 77210	TANGIPAHOA TX	3	P 910226 713-656-7709
LAD982551251	FENDER MENDER PAINT & BOD JERRELL GRICE	3826 HWY 190 W 3826 HWY 190 W	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 880509 504-542-1010
LAD985185453	GERMAN AUTO CNTR KENNETH BURKE	2300 W CHURCH ST 2300 W CHURCH ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 901102 504-542-9890
LAD0000592790	H & H PUMP & DREDGE CO HENRY ALLEN	18100 HWY 190 E 2251 DRUSILLA LANE	HAMMOND BATON ROUGE	70401 70809	TANGIPAHOA LA	3	P 940421 504-926-8899
LAD008162265	HAMMOND DAILY STAR PUBG C DAVID-K FRAZER	200 SW RAILROAD AVE PO BOX 1149	HAMMOND HAMMOND	70401 70404	TANGIPAHOA LA	N 8	P 800821 504-345-2333
LAD982283079	HAMMOND LINCOLN MERCURY LEON THEARD	318 SW RAILROAD AVE 318 SW RAILROAD AVE	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	1	P 870810 504-345-2540
LAR000005702	HAMMOND MOTORSPORTS INC SIDNEY E STARKEY	46488 N MORRISON BLVD 46488 N MORRISON BLVD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 950707 504-429-1001
LAD0000057414	HAMMOND PURCHASING & MAIN JOHN-DAV WILD	2550 HWY 190 E PO BOX 2788	HAMMOND HAMMOND	70401 70404	TANGIPAHOA LA	3	P 930927 504-542-3525
LAD985193911	HAMMOND STARTER & ALTERNA MICHAEL BABIN	2850 W CHURCH ST 2850 W CHURCH ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 910128 504-542-7418

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STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

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AD981589658	HAMMOND TIRE CNTR RICHARD TALLO	1311 W THOMAS ST 1311 W THOMAS ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 7.	P 860904 504-345-7917
AD034262675	HENKEL INC JEFF HENKEL	407 N CHERRY ST PO BOX 1322	HAMMOND HAMMOND	70401 70404	TANGIPAHOA LA	3	P 800624 504-345-2171
ARD000005991	JD CYCLE JEFF BROWN	1119 N MORRISON 1119 N MORRISON	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 950724 504-386-3870
AD981585524	JONES GLASS SERVICE JERRY-L JONES	45285 CRAPANZANO RD 45285 CRAPANZANO RD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 860819 504-345-0571
AD079447819	LA HAMMOND STATE SCHOOL LARRY HARMON	501 STATE SCHOOL RD 501 STATE SCHOOL RD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	S 861006 504-567-3111
AD981589641	LA VO-TECH HAMMOND AREA DONALD BAHAM	190 E & PRIDE AVE P O BOX 489	HAMMOND HAMMOND	70401 70404	TANGIPAHOA LA	3	S 860904 504-549-5063
AD077893022	LAKE SIDE MARINE ALLEN-E MACE	2474 W CLUB DELUXE RD PO BOX 1103	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	1.	P 870121 504-542-0770
AR000002311	LEVEL ENERGY DAVID BENNETT	1600 AIRWAYS BLVD 1600 AIRWAYS BLVD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 950314 504-342-3134
AD034263087	LOCASCIO'S HARDWARE ROBERT LOCASCIO	201 W THOMAS 201 W THOMAS	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	2.	P 870318 504-345-5880
AD981604663	MARTIN MARIETTA ASTONAUTI GARY ROWE	825 PRIDE BLVD 825 PRIDE BLVD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 860915 504-543-3240
AD981911282	MATHEWS AUTO MATHEW SLYVESTER	1000 1/2 MAGAZINE 1000 1/2 MAGAZINE	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	1	P 870609 504-345-5669
AD086558384	MAURIN MOTOR COMPANY BOBBY FELDEN	318 SW RAILROAD AVE. P.O. BOX 1248	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	1	P 870330 504-345-2540
AD985209030	MEINKE MUFFLERS & BRAKE YOLANDA VALLE	1922 W THOMAS ST 1922 W THOMAS ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 910923 504-542-5798
A0000150037	MICHAEL CANAL & SONS DAVID CANAL	313 S CYPRESS 313 S CYPRESS	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 940126 504-345-4376
AD120247549	MIDWAY AUTO & TIRE BUDDY BAHAM	1322 THOMAS ST 1322 THOMAS ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3.	P 870209 504-542-8071
AD039963350	MITEY MUFFLER OF HAMMOND STERLING HEBERT	2305 N MORRISON BLVD 2305 N MORRISON BLVD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 7	P 880209 504-345-9502
AD028915924	MOLLERES AIR COOLED MOTOR LA MOLLERE	1705 SOUTH RANGE RD. 1705 SOUTH RANGE RD.	HAMMOND HAMMOND	70401 70403	TANGIPAHOA LA	3	P 860611 504-345-3907
A0001017359	NETCO CONSTRUCTION INC GORDON NETTLES	2391 HWY 190 E PO BOX 669	HAMMOND NATALBANY	70401 70451	TANGIPAHOA LA	3	P 950116 504-542-4406
AD980878607	NEW ORLEANS AIRCRAFT PROP OHN DOWNERS	395 INDUSTRIAL PARK BLVD 395 INDUSTRIAL BLVD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	2	840904 504-542-9090
AR000011296	OAK KNOLL COUNTRY CLUB LARRY KINCHEN	45246 COUNTRY CLUB RD 45246 COUNTRY CLUB RD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 960227 504-542-5756
A0000233668	OKLAHOMA INSTALLATION CO RANDY DILLMAN	2000A SW RAILROAD AVE PO BOX 740	HAMMOND OWASSO	70401 74055	TANGIPAHOA OK	3	P 931116 918-272-1899
AD062637855	ONE HOUR MARTINIZING CLEO-R ROGERS	211 E CHARLES 211 E CHARLES	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	1	P 860715 504-345-1631
AD985222694	PELL AUTOMOTIVE SAMMY GENNARDO	2806 OLD COVINGTON HWY 2806 OLD COVINGTON HWY	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 920602 504-542-1422

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STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

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AD981519614	PETRO-LUBE #10 & RODNEY	2100 SW RAILROAD AVE 2100 RAILROAD AVE	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 6	P 860715 504-345-9541
AR000014464	POWER PRO TRACTOR CO ZEL RICE	913 E THOMAS ST 913 E THOMAS ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 960531 504-543-0074
AD985211788	PREMIER MTR EXCHANGE LARRY GRIFFIN	1200 W THOMAS 1200 W THOMAS	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 911016 504-543-0543
AD985175686	QUALITY AUTO RPR RODGER BICKNELL	1607 N MORRISON 1607 N MORRISON	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 900907 504-345-0841
AD002840965	RAGUSA BROS CONSTR CO JONES CONNIE	101 E THOMAS ST PO BOX 908	HAMMOND HAMMOND	70401 70404	TANGIPAHOA LA	2	P 860715 504-345-1500
AD088922992	ROBERT M STARNES MD M-ROBERT STARNES	1001 W THOMAS ST 1001 W THOMAS ST	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 6	P 890221 504-354-5515
AD985214055	ROCKYS BODY SHOP KENNETH MAYEAUX	13074 ROCKY LANE 13047 ROCKY LANE	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 910128 504-345-7090
AD985197201	SALARY STATION KENNETH- LATTIMER	1920 SW RAILROAD AVE 4 EXECUTIVE PARK E NE	HAMMOND ATLANTA	70401 30329	TANGIPAHOA GA	2	P 910426 404-329-5408
AD981587942	SEARS ROEBUCK & CO 2016 BRUCE DAPPRICH	HAMMOND SQUARE 2000 SW RAI HAMMOND SQUARE 2000 SW RA	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	2	P 860821 504-542-0220
AD069536357	SHERWIN WILLIAMS CO TERRY MORS	2435 WEST THOMAS ST TOWN & COUNTRY SHPG CTR	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 8	P 800818 216-566-3096
AT230013922	SOUTH CENTRAL BELL - HMND D-E BUCK	320 W THOMAS ST 365 CANAL ST ROOM 1790	HAMMOND NEW ORLEANS	70401 70140	TANGIPAHOA LA	N 8	P 810421 504-528-2400
AD981055593	SOUTHEASTERN ENVIRONMENTA ANIEL POTTER	4377 OLD BATON ROUGE HWY 4377 OLD BATON ROUGE HWY	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	X	850517 504-542-6785
AD981608516	SOUTHERN TRUCK EQUIPMENT TROY-D LAYMANCE	2150 S AIRPORT RD PO BOX 1966	HAMMOND HAMMOND	70401 70404	TANGIPAHOA LA	1	P 860924 504-542-6453
AD981604705	SPEEDKE OIL & TUNE UP ANGELO-J GOVERNALE	112 HWY 51 BY PASS 112 HWY 51 BY PASS	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 860915 504-542-0074
AD098597446	SPILL CONTROL SERVICES IN RUSTY JOHNSON	OLD BATON ROUGE HWY PO BOX 15C	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 7	P 800818 504-345-0762
AD981900954	SUPERVALU LEWIS GROCER DI TIML JOHNS	11077 HWY 190 W PO BOX 2548	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 870112 504-567-1135
AD985221928	SWIFT ECKRICH INC ROBERT KISER	440 STEIN RD 440 STEIN RD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 920622 504-345-8202
AD985209683	TEXACO SVC STATION DARVIN MAYO	HWY 51 & I-12 333 RESEARCH COURT	HAMMOND NORCROSS	70401 30092	TANGIPAHOA GA	3	P 910620 770-453-5400
AD982287187	THREE WHEELER SHOP RICHARD BROOKS	478 PUMA DR 478 PUMA DR	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 7	P 871210 504-345-5291
AD985185131	TONYS TIRE & AUTOMOTIVE I TONY ARNONE	1406 N MORRISON 1406 N MORRISON	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 901017 504-000-0000
AD037967106	TOP GUN AVIATION INC TOM KIREMAN	405 INDUSTRIAL PARK RD 401 INDUSTRIAL PARK RD	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	N 6	P 860715 504-542-0719
AD981898661	U HAUL JIM MCCULLOUGH	1915 SW RAILROAD AVE 1915 SW RAILROAD AVE	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	P 861216 504-345-3066
A6210022350	US ARMY RESERVE CNTR RONALD-M SIEGER	1290 SOUTHWEST RAILROAD AV 1290 SOUTHWEST RAILROAD A	HAMMOND HAMMOND	70401 70401	TANGIPAHOA LA	3	F 891020 504-345-5867

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A9211899928	US 236 COMBAT COMMUNI LA	901 N AIRPORT RD	HAMMOND	70401	TANGIPAOA	1	F 910226
	WILLIE GIBBENS	PO BOX 1438	HAMMOND	70404	LA		504-345-1837
A0000921080	WAL-MART #489	2799 W THOMAS ST	HAMMOND	70401	TANGIPAOA	3	P 941013
	MARK WESTBROOKS	DEPT 8013	BENTONVILLE	72712	AR		504-542-8454
AD985185354	WINN DIXIE LA INC	3925 HWY 190 W	HAMMOND	70401	TANGIPAOA	3	P 901102
	ROBERT TESTON	3925 HWY 190 W	HAMMOND	70401	LA		504-549-6796
ARO00012906	WINN DIXIE 1537	2302 W THOMAS ST	HAMMOND	70401	TANGIPAOA	3	P 960408
	PAUL KLIEBERT	2302 W THOMAS ST	HAMMOND	70401	LA		504-542-8901
AD985224468	ZACKS CYCLE & MARINE	1500 W THOMAS ST	HAMMOND	70401	TANGIPAOA	3	P 930104
	TOM ELLIOTT	1500 W THOMAS ST	HAMMOND	70401	LA		504-542-1481
A0000367557	ZAPATA PROTEIN USA INC CE	1605 NORTH MORRISON BOULEV	HAMMOND	70401	TANGIPAOA	3	P 940512
	EARL LOUVIERE	1605 NORTH MORRISON BOULE	HAMMOND	70401	LA		504-345-0239
A0000593244	CASHIOS CHEVRON INC	3176 HWY 190 W	HAMMOND	70401	TANGIPAOA	3	P 940720
	CHARLES CASHIO	PO BOX 758	HAMMOND	70404	LA		504-467-3346
AD980872089	SOUTHEASTERN LA UNIVERSIT	NORTH OAK ST EXT ON SLU CA	HAMMOND	70402	TANGIPAOA	2	S 840301
	CAMILLE MONIOTTE	SLU BOX 452	HAMMOND	70402	LA		504-549-2157
A0000882548	ANTHON CHIROPRACTIIC CARE	105 S CHERRY	HAMMOND	70403	TANGIPAOA	3	P 940812
	GEORGE ANTHON JR	105 S CHERRY	HAMMOND	70403	LA		504-542-1640
AD982562316	ANTHONY L ZUPPARDO DC	205 S MAGNOLIA	HAMMOND	70403	TANGIPAOA	3	P 890113
	MARJORIE ZUPPARDO	205 S MAGNOLIA	HAMMOND	70403	LA		504-542-6665
A0000855627	C & D AUTO	42174 AIRPORT RD	HAMMOND	70403	TANGIPAOA	3	P 940919
	CHARLES PARDUE	42174 AIRPORT RD	HAMMOND	70403	LA		504-386-5975
AD985206473	COASTAL COLLEGE	119 TOKUM RD	HAMMOND	70403	TANGIPAOA	3	P 910710
	VANCE HARTMAN	119 TOKUM RD	HAMMOND	70403	LA		504-345-3200
AD985221597	COMMUNITY MOTORS INC	500 WESTIN OAKS DR	HAMMOND	70403	TANGIPAOA	2	P 920227
	MARIE BADON	PO BOX 2157	HAMMOND	70404	LA		504-345-0401
AD981903412	DAVES 200 SHELL SVC INC	310 E THOMAS ST	HAMMOND	70403	TANGIPAOA	3	P 870209
	DAVID SPANO	310 E THOMAS	HAMMOND	70403	LA		504-345-0957
AD081414377	ELECTROLESS NICKEL PLATIN	44211 STEIN RD	HAMMOND	70403	TANGIPAOA		P 841212
	PHILLIP JUVE	44211 STEIN RD	HAMMOND	70403	LA		504-345-6352
AD982758682	FERACHI ORTHOPAEDIC CLINI	2101 ROBIN AVE STE 3	HAMMOND	70403	TANGIPAOA	3	P 890609
	MARY BOWLIN	2101 ROBIN AVE STE 3	HAMMOND	70403	LA		504-542-2113
AD985192285	GIDEON CHIROPRACTIC CLINI	1006 W MORRIS	HAMMOND	70403	TANGIPAOA	3	A P 910225
	DWAYNE BURCH	1006 W MORRIS	HAMMOND	70403	LA		504-345-1797
AD981584303	GOODYEAR AUTO SVC CTR	302 HAMMOND SQ SHOPPING CE	HAMMOND	70403	TANGIPAOA	3	P 910322
	ALAN WOZNIK	302 HAMMOND SQ SHOPPING C	HAMMOND	70403	LA		504-345-7902
AD982556276	HAMMOND BOATING CENTER	14113 CLUB DELUXE RD	HAMMOND	70403	TANGIPAOA	3	P 880829
	D-W GLASCOCK	14113 CLUB DELUXE RD	HAMMOND	70403	LA		504-542-2028
AD981611346	HAMMOND DAILY STAR PUBLIS	725 S MORRISON BLVD	HAMMOND	70403	TANGIPAOA	3	P 861024
	ART GRAZIANO	PO BOX 1149	HAMMOND	70401	LA		504-345-2333
AD049047467	HAMMOND LINCOLN MERCURY N	1135 S MORRISON BLVD	HAMMOND	70403	TANGIPAOA	3	P 910226
	DENNIS NIXON	PO BOX 2157	HAMMOND	70404	LA		504-345-1907
AD985221688	HAMMOND RENT ALL	570 S MORRISON	HAMMOND	70403	TANGIPAOA	3	P 920409

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AR000012377	DOUGE WATTS HASSLE FREE AUTO	570 S MORRISON 1415 S MOERISON BLVD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-345-1210 P 960408
AD985213875	THOMAS YOUNG HAYGOOD TRUCK & TRAILER P	1415 S MOERISON BLVD 43257 S AIRPORT RD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		1	504-345-9250 P 920122
AD0000593632	JAMES FOWLKES INSITUFORM GULF SOUTH INC	1100 N UNIVERSITY STE 1 795 S MORRISON BLVD	LITTLE ROCK HAMMOND	72207 AR 70403 TANGIPAOHA		3	501-280-3219 P 940713
AD981907967	WILLIAM WILSON J & L AUTOMOTIVE	795 S MORRISON BLVD 2110 W THOMAS	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		N 7	504-345-4474 P 870330
AD985213917	JOHN LINDER JOHNYS CONOCO	2110 W THOMAS 209 W THOMAS ST	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-542-4118 P 920131
AD0000930297	DARRELL KROPOG LARRYS OUTBOARD SVC INC	209 W THOMAS ST 28370 LUTHER STEWART RD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-345-0627 P 941014
AD985229350	LARRY ARANYOSI MARCELS RUNS GREAT AUTO R	PO BOX 1285 961 S MORRISON BLVD	ALBANY HAMMOND	70711 LA 70403 TANGIPAOHA		3	504-567-2845 P 930826
AD981591357	MARCEL DIDIER MARULLO MTRS INC	1535 S MORRISON BLVD 1312 W MORRIS ST	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-345-9250 P 860910
AD982555252	TONY MARULLO MARY BIRD PERKINS CANCER	1312 W MORRIS ST 5 MEDICAL CTR DR	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-542-6992 P 880801
AD102440757	MICHAEL MARTIN NORTH OAKS MEDICAL CNTR N	5 MEDICAL CTR DR 1900 S MORRISON BLVD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-767-0847 P 880224
AD985226844	PHILLIP CONNELLEY PENNY'S AUTO CHASSIS	1900 S MORRISON BLVD 2400 W CHURCH ST	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-549-6300 P 930421
AD981903602	SAMUEL-W PENNY PLAZA ORTHOPEDIC & SPORTS	2400 W CHURCH ST 15781 PROFESSIONAL PLAZA	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-542-2641 P 870209
AD981908098	CARROLL MILLER RECOTTA TRUCKING CO INC	15781 PROFESSIONAL PLAZA 955 S MORRISON BLVD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-542-1533 P 910326
AD982556268	RECOTTA RUSSELL ROLLETTE CHIROPRACTIC CLI	904 RUE CHALET 740 S MORRISON BLVD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-345-1890 P 910321
AD981598634	DALE ROLLETTE ROSS DOWNING CHEVROLET	740 S MORRISON BLVD 600 S MORRISON BLVD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-345-9504 P 861216
AD981519119	JIMMY MCDANIEL RYDER TRUCK RENTAL INC	600 S MORRISON BLVD 1721 S AIRPORT RD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		2	504-345-1285 P 860715
AD985225226	LINDSEY MAHE RYDER TRUCK RENTAL INC	1721 S AIRPORT RD 407 PRIDE AVE SHOP B	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-543-0454 P 930308
AD985221886	LINDSEY MAHE SOUTHERN PRIDE CONCRETE I	407 PRIDE AVE SHOP B 5100 OLD BATON ROUGE HWY	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-543-0454 P 920821
AD981149487	JOHN TRAYLOR TALLO INC	5100 OLD BATON ROUGE HWY 2504 CLUB DELUXE RD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		N 7	504-345-3241 P 851126
AD981591639	ARRY BONA TALLO TIRE & AUTOMOTIVE I	2504 CLUB DELUXE RD 201 S CATE ST	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-345-4725 P 860910
AD985197698	DAVID TALLO TANGI INDUSTRIAL SALES	201 S CATE ST 1003 S CYPRESS ST	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-345-8456 P 910422
AR000013367	DONALD KENT TANGIPAOHA PARISH HEALTH	1003 S CYPRESS ST 15481 W CLUB DELUXE RD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-345-1760 C 960507
AD985209352	ROBERT EGNEW THE BIG WHEEL INC	15481 W CLUB DELUXE RD 42241 S MORRISON BLVD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAOHA		3	504-646-6459 P 910422

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AD987998770	RUSSELL RECOTTA TK VALVE & MFG INC	42241 S MORRISON BLVD 2178 SW RAILROAD AVE	HAMMOND HAMMOND	70403 LA 70403 TANGIPAHOA		3	504-542-1902 P 900815
AD982284937	CHARLIE STEVENS ULTIMATE TRANSP INC	PO DRAWER 2948 906 CM FAGAN DR	HAMMOND HAMMOND	70404 LA 70403 TANGIPAHOA		X	504-345-6482 P 871106
AD000684860	GAIL KELLER UNITED PARCEL SERVICE	906 CM FAGAN DR 2225 S MORRISON RD	HAMMOND HAMMOND	70403 LA 70403 TANGIPAHOA		3	504-542-2170 P 940720
AD985219518	SCOTT BINGHAM WHOLESALE NEW & USED TIRE	5700 MORRISON RD 2595 SOUTHWEST RR AVE	NEW ORLEANS HAMMOND	70126 LA 70403 TANGIPAHOA		3	504-244-4718 P 920605
	PRENTIS COOPER	2595 SOUTHWEST RR AVE	HAMMOND	70403 LA			504-386-7695
AD981512734	A 1 GLASS SVC INC WILLIAM MAYFIELD	HWY 190 BYPASS COLLINS BLV PO BOX 1798	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		3	P 860610 504-892-5312
AD985189570	A 1 RADIATOR SVC BRENDA HENRY	1005 N LEE RD & HWY 190 1005 N LEE RD & HWY 190	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA			A P 901224 504-992-6520
AD034127597	ACCURATE AIRCRAFT MAINTEN EDWIN KIRSCHNER	BIRD LN PINKILL RD N HWY 1 RT 1 BOX 677K	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		2	P 860822 504-893-3132
AD985172691	ACTION SCREEN PRINTERS TED OBER	13134 HWY 190 13134 HWY 190	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		3	P 900717 504-893-0304
AD981513005	ADAMS AUTOMOTIVE LARRY ADAMS	HWY 1083 & HWY 1084 RT 5 BOX 206	WALDHEIM WALDHEIM	70433 ST TAMMANY 70433 LA		N 8	P 860610 504-893-1169
AD981902497	AMI HIGHLAND PARK HOSPITA LARRY MAGEE	MADISONVILLE HWY 21 3 BLK PO DRAWER 1269	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		2	P 870129 504-892-5900
AD980867881	APCOR INC OB AYCOCK	HWY 190 RT. 3 BOX 637 K	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		N 8	P 831031 504-892-1809
AD985195809	ASIAN AUTO WORKS TERRY PRICE	67194 INDUSTRY LANE SUITE 67194 INDUSTRY LANE SUITE	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		3	P 910311 504-893-5427
AD985172717	ATLAS TIRE CNTR LOU-ANN CAMPO	1530 N HWY 190 1530 N HWY 190	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		3	P 900717 504-893-5510
AD034223180	BALDWIN MTRS INC JOHN BALDWIN	833 E BOSTON ST 833 E BOSTON ST	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		2	P 860729 504-892-2203
AD985215268	BARKERS CORNER SVC CNTR RICK HANSEN	79056 HWY 40 79056 HWY 40	BLOND BLOND	70433 ST TAMMANY 70433 LA		3	P 920318 504-892-6304
AR000006346	BELLSOUTH TELECOMMUNICATI FRED FORTIER	410 E RUTLAND ST 3196 HWY 208 S RM 204NB	COVINGTON BIRMINGHAM	70433 ST TAMMANY 35243 AL		2	P 810421 504-528-2925
AD052519345	BUCKNER RENTAL INC DEAN CLINARD	710 COLLINS BLVD 710 COLLINS BLVD	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		3	P 870121 504-893-6116
AD112772462	BY PASS AUTO CLINIC FRANK CAMINITA	1049 HWY 190 BYPASS 1049 HWY 190 BYPASS	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		3	P 860729 504-892-2444
AD985229269	COVINGTON ANIMAL HEALTH C ROBERTA BECKERS	817 W 21ST ST 817 W 21ST ST	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		3	P 930831 504-892-8928
AD981914070	COVINGTON AUTO TECH INC JR WINDHAM	HWY 190 AT LEE RD PO BOX 2507	COVINGTON COVINGTON	70433 ST TAMMANY 70434 LA		1	P 870511 504-893-2904
AD985184738	COVINGTON BODY SHOP FERNANDO ALMEIDA	19634 HWY 36 19634 HWY 36	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		3	P 900917 504-893-0250
AD981588510	COVINGTON CAR CARE MORRIS SAHUQUE	226 N FLORIDA ST 226 N FLORIDA ST	COVINGTON COVINGTON	70433 ST TAMMANY 70433 LA		1	P 860710 504-892-8308

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PROGRAM:

PRPF106-006

STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

Comments: RIN96-1117

* * * THIS REPORT IS INTENDED FOR F.O.I.A. USAGE * * *

* * F.O.I.A. NOTIFIERS REPORT * *

DATABASE: Region VI Marge

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ID NUMBER STATE-ID	FACILITY NAME Contact NAME	FACILITY ADDRESS Contact ADDRESS	FACILITY CITY Contact CITY	ZIP ZIP	County ST	G N T C E I E R R / O Y N G S T S D	C T O Y M P DATE	CONT-PHONE
LAD065498990	COVINGTON COUNTRY CLUB	200 COUNTRY CLUB DR	COVINGTON	70433	ST TAMMANY	3		P 870330
	CARL-E JOHNSON	200 COUNTRY CLUB DR	COVINGTON	70433	LA			504-893-1344
LAD981902554	COVINGTON ENGINE WORKS IN	HWY 190 COLLINS BLVD 1 M N	COVINGTON	70433	ST TAMMANY	1		P 870129
	STAN WILLIAMS	PO BOX 2014	COVINGTON	70433	LA			504-892-1861
LAR000005009	COVINGTON MARINE INC	2007 HWY 190 BYPASS	COVINGTON	70433	ST TAMMANY	3		P 950606
	RICHARD-BADON	2007 HWY 190 BYPASS	COVINGTON	70433	LA			504-898-0003
LAD982287146	COVINGTON ORTHOPEDIC CLIN	1270 N HWY 190	COVINGTON	70433	ST TAMMANY	3		P 871210
	TERRY DUHE	1270 N HWY 190	COVINGTON	70433	LA			504-892-5117
LAD034224287	COVINGTON PONTIAC BUICK G	2925 N HWY 190	COVINGTON	70433	ST TAMMANY	3		P 910320
	RALPH JACKSON	2925 N HWY 190	COVINGTON	70433	LA			504-892-2000
LAD985187053	COVINGTON SURGERY CNTR	725 W 11TH ST	COVINGTON	70433	ST TAMMANY	3		C 901129
	DAVID CRUTCHFIELD	725 W 11TH ST	COVINGTON	70433	LA			504-898-4300
LAD985190677	DEANS AUO	3975 HWY 190	COVINGTON	70433	ST TAMMANY	3		P 900109
	RICK DEAN	3975 HWY 190	COVINGTON	70433	LA			504-893-2010
LAD046863155	DEPENDABLE GLASS WORKS IN	509 E GIBSON	COVINGTON	70433	ST TAMMANY	3		P 850913
	HAYWOOD LOYDE	PO BOX 557	COVINGTON	70434	LA			504-892-0999
LAD081419269	DOCAR SLS INC	1875 COLLINS BLVD	COVINGTON	70433	ST TAMMANY	3		P 860711
	DOBBY LACHNEY	PO BOX 1176	COVINGTON	70434	LA			502-892-5777
LAD985213057	DON ROGERS PAINTING	76255 HWY 437	COVINGTON	70433	ST TAMMANY	3	S	P 911209
	DONALD O ROGERS	76255 HWY 437	COVINGTON	70433	LA			504-892-7779
LAD0000885640	DONS AUTO SHOP	74030 HWY 25	COVINGTON	70433	ST TAMMANY	3		P 940810
	DONALD WINGFIELD	74030 HWY 25	COVINGTON	70433	LA			504-892-4405
LAD980868277	ENGINEERING SPECIALTIES I	17438 HARD HAT ROW	COVINGTON	70433	ST TAMMANY	3		P 880516
	FRANK RICHERAND	PO BOX 2960	COVINGTON	70434	LA			504-892-0071
LAD981584550	EVERGREEN TRACTOR & EQUIP	1017 HWY 190 BYPASS	COVINGTON	70433	ST TAMMANY	3		P 860812
	JERRY LANDRY	PO BOX 2184	COVINGTON	70434	LA			504-893-3720
LAD985213644	EXTRA TOUCH	18013 HWY 40	COVINGTON	70433	ST TAMMANY	3		P 911209
	CARL HAMBRICK	18013 HWY 40	COVINGTON	70433	LA			504-898-0439
LAD985175108	FEDERAL EXPRESS CORP	215 PARK PL	COVINGTON	70433	ST TAMMANY	N 8		P 900821
	RICK JONES	215 PARK PL	COVINGTON	70433	LA			504-893-4661
LAD985218775	FILTER EXTRACTORS INCORPO	21175 HWY 36	COVINGTON	70433	ST TAMMANY	3	C	P 920702
	COURTNEY BENSON	509 OAK ALLEY DR	PEARL RIVER	70452	LA			504-863-7309
LAD034223834	FISCHER EXTERMINATING CO	CLAIBORNE HILL HWY 190 EAS	COVINGTON	70433	ST TAMMANY	N 8		P 800818
	ERNEST-J FISCHER	POST OFFICE BOX 300	COVINGTON	70433	LA			504-892-7378
LAD981905037	FLASH FOTO INC	1404 N HWY 190	COVINGTON	70433	ST TAMMANY	3		P 870218
	JIM-OR-C RONGSTAD	1404 N HWY 190	COVINGTON	70433	LA			504-893-5945
LAD985187046	FREELAND PROD INC	75412 HWY 25	COVINGTON	70433	ST TAMMANY	3		P 901129
	JOHN COATS	75412 HWY 25	COVINGTON	70433	LA			504-893-1243
LAD985228014	FRITZ CULVER INC	73765 PENN MILL RD	COVINGTON	70433	ST TAMMANY	3		P 930618
	IRVIN PERRILLOUX	PO BOX 569	COVINGTON	70434	LA			504-892-8216
LAD981589609	GARRETT HONDA/YAMAHA OF C	1025 COLLINS BLVD.	COVINGTON	70433	ST TAMMANY	3		P 860904
	STEVE GARRETT	1025 COLLINS BLVD.	COVINGTON	70433	LA			504-892-9730
LAD985226752	GULF CRANE SVCS INC	74587 HWY 25	COVINGTON	70433	ST TAMMANY	3		P 930510
	FRED-L JENKINS	PO BOX 1843	COVINGTON	70434	LA			504-892-0056
LAR000005694	GULF CRANE SVCS INC	73460 INDUSTRY DR	COVINGTON	70433	ST TAMMANY	3		P 950629
	FRED JENKINS	PO BOX 1843	COVINGTON	70434	LA			504-892-0056

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STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

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AD985190636	H & K AUTOMOTIVE SVC DENNIS KOEPP	516 N JEFFERSON 516 N JEFFERSON	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 910109 504-898-0246
AO000920850	H D HIMEL INC LIONEL ROSIER	823 E BOSTON ST 823 E BOSTON ST	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 940502 504-892-1680
AD985227966	HEBERT CLNRS DAVID CHELETTE	422 E GIBSON ST 422 E GIBSON ST	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 930608 504-892-3111
AO000205104	HILLSIDE ANIMAL CLINIC BETTIE FAUNTLEROY	20009 BRUNNING RD 20009 BRUNNING RD	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 940218 504-892-5325
AD981605025	HOOD CHEVROLET OLDSMOBILE BOBBY WOOTERS	2800 N CAUSEWAY PO DRAWER 838	COVINGTON COVINGTON	70433 70434	ST TAMMANY LA	3	P 880610 504-892-4663
AD985184621	JAKES BODY SHOP JAKE VICARI	15415 HWY 190 15415 HWY 190	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 900917 504-892-4606
AD981513435	JAMES AUTO RPR JAMES GRAY	728 W 31TH 728 W 31TH	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 860618 504-892-9147
AD981593536	JEFFERSON AVE EXXON RODGER BEYER	104 W 21ST ST 104 W 21ST ST	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	1	P 861030 504-892-9931
LAR000009217	JOHNS AUTO JOHN HELTON	2003 HWY 190 W BY PASS 2003 HWY 190 W BY PASS	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 951127 504-893-4443
AO000385542	JUNE BUGS CAJUN GIFTS H-JERRY WILLIS-JR	21408 WILSON RD PO BOX 364	COVINGTON ABITA SPRINGS	70433 70420	ST TAMMANY LA	2	P 940705 504-892-1732
AD982548901	KAJAN IMPORTS JOHN CORDERO	INDUSTRIAL LN 2 M S RT 6 BOX 15	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	1	P 880314 504-893-2368
AD981589930	KINGS FORREST EXXON JOHN-E HARRIS	480 N HWY 190 & I-12 480 N HWY 190 & I-12	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	2	P 860904 504-892-8740
LAR000007476	LAKEVIEW REGIONAL MEDICAL ALAN WORLEY	95 E FAIRWAY DR 95 E FAIRWAY DR	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	2	P 950920 504-867-3800
AD050909134	LAROCHE INDUSTRIES INC JOHN NICKERSON	ABITA SPRINGS RD PO BOX 81 PO BOX 1685	COVINGTON ATLANTA	70433 30301	ST TAMMANY GA	N 8	P 800818 404-572-4105
AD037967486	LARRYS TIRE CNTR LARRY KENNEDY	HWY 25 & HWY 190 RT 7 BOX 510	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	1	P 860904 504-892-9365
AD985187038	LESTERS BODY SHOP LESTER-A BERNADAS	EXIT I-12 4M N ON COLLINS COLLINS BLVD PO BOX 466	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 901129 504-892-2626
AO000955088	MELE PRINTING BOYD LEAHY	100 TYLER SQUARE 100 TYLER SQUARE	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 941122 504-893-9522
AD985225689	MIDAS MUFFLER & BRAKE SHO SAM LATINO	1170 N HWY 190 1170 N HWY 190	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 930325 504-893-4577
AD981591340	MORRIS AUTO MORRIS SAHUQUE	226 N FLORIDA 226 N FLORIDA	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	2	P 860910 504-893-1991
AD981904758	MR TRANSMISSION OF COVING PAUL HANCOCK	2000 N HWY 190 2000 N HWY 190	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	2	P 870218 504-893-7620
AD985208933	MUNICH MOTOREN WERKE INC GREGORY MAXWELL	334 N VERMONT 334 N VERMONT	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 910812 504-893-6812
LAR000005520	NEW CLEANERS YONG-KIL CHIN	979 E BOSTON ST 979 E BOSTON ST	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3	P 950703 504-867-9792
AD981592348	NORTHLAKE 3 WHEELER BARTHOLO MARTINA	HWY 437 .25 M S HWY 40 RT 2 BOX 113M	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	2	P 860910 504-892-9394

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STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

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LAD985185065	NORWEL EQUIPMENT CO JIM KING	1764 COLLINS BLVD 1764 COLLINS BLVD	COVINGTON	70433	ST TAMMANY	3	P 900917 504-291-3750
LAD981591548	NSB INC JOSEF ZAENGERLE	3997 HWY 190 3997 HWY 190	COVINGTON	70433	ST TAMMANY	3	P 860910 504-893-1755
LAD985172105	ONE STOP BODY SHOP FRANK LOPICCOLO	20393 HWY 36 20393 HWY 36	COVINGTON	70433	ST TAMMANY	3	P 900705 504-898-0388
LAD055979330	OSTEEN CONSTRUCTION CORP JODY CROWE	408 E HORNSBY ST PO BOX 2039	COVINGTON	70433	ST TAMMANY	2	P 860718 504-893-1880
LAD982290835	PAN AMERICAN POWER INC GAVIN SCHWING	3 HARDHAT ROW PO BOX 1576	COVINGTON	70433	ST TAMMANY	2	P 871009 504-893-1271
LAD985186154	PENNINGTON PERFORMANCE IM PAUL PENNINGTON	105 W JESSE JONES 105 W JESSE JONES	COVINGTON	70433	ST TAMMANY	3	P 901107 504-893-4333
LAD981608482	PETROLANE GAS TERRY MCLAIN	HWY 190 APT 1 M FROM HWY 2 PO BOX 1209	COVINGTON	70433	ST TAMMANY	2	P 860924 504-892-1590
LAD981598592	PHIL MERAUX TIRE SVC GAYLE MERAUX	1508 N HWY 190 1508 N HWY 190	COVINGTON	70433	ST TAMMANY	3	P 861216 504-893-4277
LAD981594625	RIVERSIDE FORD INC JERRY HASKINS	1850 N HWY 190 HWY 190 RT 3 BOX 637-F	COVINGTON	70433	ST TAMMANY	3	P 861103 504-893-3673
LAD985213297	ROGERS CONSUMER PRODUCTS FENNON ROGERS	20355 HWY 36 PO BOX 2628	COVINGTON	70433	ST TAMMANY	3	P 911223 504-893-3191
LAD985186741	SHELL SVC STATION MATTHEW KELLEY	425 N HWY 190 425 N HWY 190	COVINGTON	70433	ST TAMMANY	3	P 901115 504-588-4911
LAD072629298	SHERWIN WILLIAMS CO TERRY MORS	625 PLAZA DR 625 PLAZA DR	COVINGTON	70433	ST TAMMANY	N 8	P 800818 216-566-3096
LAD981913742	SOUTH CENTRAL BELL - CVTN J E STOREY	1950 COLLINS 3700 COLONNADE PKWY RM 4F	COVINGTON	70433	ST TAMMANY	2	P 870429 205-977-7100
LAD981605280	SPEEDEE OIL CHANGE REEVES-M RICKY	CLAIBORNE HILL HWY 190 P.O. BOX 816	COVINGTON	70433	ST TAMMANY	3	P 860917 504-892-2727
LAD985187491	ST TAMMANY NEWS-BANNER DOUG QUINTANA	N HWY 190 PO DRAWER 90	COVINGTON	70433	ST TAMMANY	3	P 901129 504-892-7980
LAD069533768	ST TAMMANY PARISH HOSPITA JESSE WELCH	1202 S TYLER ST 1202 S TYLER ST	COVINGTON	70433	ST TAMMANY	3	C 870316 504-898-4092
LAD981900269	ST TAMMANY PARISH SHERIFF TIMOTHY- LENTZ	1180 CHAMPAGNE ST PO BOX 1120	COVINGTON	70433	ST TAMMANY	3	C 870112 504-898-2324
LAD981520059	SUNBEAM BREAD DIST RICK ROBAR	HWY 190 2 M S OF COVINGTON PO BOX 3637	COVINGTON	70433	ST TAMMANY	N 8	P 860715 504-892-5308
LAD985190644	SUPERIOR TIRE OF SE LA IN DANNY OWENS	709 E BOSTON ST 709 E BOSTON ST	COVINGTON	70433	ST TAMMANY	3	P 910109 504-892-2474
LAD981902380	TCHEFUNCTA CLUB INC ROBERT CURTIS	2 COUNTRY CLUB PK 2 COUNTRY CLUB PK	COVINGTON	70433	ST TAMMANY	3	P 870129 504-892-9741
LAD985225192	TEAM WORKS STEVE LALLA	521 E BOSTON ST 521 E BOSTON ST	COVINGTON	70433	ST TAMMANY	3	P 930302 504-893-1338
LAR000006015	TEAM WORKS JOHN LAMPO	72337 INDUSTRY PARK PL 72337 INDUSTRY PARK PL	COVINGTON	70433	ST TAMMANY	3	P 950707 504-260-8326
LAD985197235	TEXACO SVC STATION DARVIN MAYO	500 N HWY 190 333 RESEARCH COURT	COVINGTON	70433	ST TAMMANY	3	P 910426 770-453-5400

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STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

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AD108187816	THOMPSON BEEF INC PATRICK FISHER	HWY 190 E FRONTAGE RD 4M N PO BOX 1285	COVINGTON MANDEVILLE	70433 70470	ST TAMMANY LA	N 8			P 880919 504-893-4300
AR000007773	TIMES PICAYUNE COVINGTON AARON HEBERT	1001 HWY 190 N 3800 HOWARD AVE	COVINGTON NEW ORLEANS	70433 70140	ST TAMMANY LA	3			P 951003 504-826-3218
AD985187061	TITAN INDUSTRIES INC HAROLD LANDRY	13189 HWY 190 W 13189 HWY 190 W	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	2	S		P 901129 504-893-1818
AD982285538	TRIANGLE RANCH BOB AYCOCK	HWY 1077 1.5M N RT1 BOX 1200	GOODBEE GOODBEE	70433 70433	ST TAMMANY LA	N 8			P 871130 504-892-0922
AD000709998	TULANE UNIVERSITY DELTA P JAMES-J BALSAMO-JR	3 RIVERS RD 1430 TULANE AVE	COVINGTON NEW ORLEANS	70433 70112	ST TAMMANY LA	3			P 831108 504-588-5486
AD981521701	UNITED PARCEL SERVICE MICHAEL SWANN	2001 HWY 190 BYPASS 5700 MORRISON RD	COVINGTON NEW ORLEANS	70433 70126	ST TAMMANY LA	3			P 860718 504-244-4707
AR000008094	WAL-MART #541 DON LINGO	880 N HWY 190 880 N HWY 190	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3			P 951009 504-867-8701
AD981903693	WAL-MART INC #06-0541 DAVID GAUTHIER	401 N HWY 190 401 N HWY 190	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3			P 870209 504-892-6511
AR000004374	WINN DIXIE #1448 EDWIN TUCKER	132 MAIN ST PLAZA 132 MAIN ST PLAZA	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3			P 950507 504-893-1531
AD981586951	WINSTON PEARSON PEARSON WINSTON	3 MI N COVINGTON ON HWY 25 HWY 25	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	2			P 860729 504-892-7341
AD985203413	WR CORE INC ROGER CREEL	2121 COLLINS BLVD 2121 COLLINS BLVD	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3			P 910711 504-892-2525
AR000012534	CHRYSLER TRAINING CNTR JEFF DRISKILL	114 NORTH PARK BLVD STE 11 114 NORTH PARK BLVD STE 11	COVINGTON COVINGTON	70433 70433	ST TAMMANY LA	3			P 960411 504-892-7077
AD000709758	SHAW CROP SERVICE DONALD SHAW	OAKHILL GLIDERPORT RT 1 BOX 219-A	LORANGER LORANGER	70446 70446	TANGIPAHOA LA	N 8			P 800818 504-345-4207
AD981587983	SIDNEY BODY & RPR SHOP SIDNEY CARRIER	PULS RD HWY 40 PO BOX 365	LORANGER LORANGER	70446 70446	TANGIPAHOA LA	N 7			P 860821 504-878-9359
AD131041014	CLASSIC MARINE CAROLYN WINBERY	159 HWY 22 E PO BOX 8710	MADISONVILLE MANDEVILLE	70447 70448	ST TAMMANY LA	1			P 880224 504-845-8271
AD985219831	COLEMAR MARINE INC RUSSELL COLE	129 HWY 22 E 129 HWY 22 E	MADISONVILLE MADISONVILLE	70447 70447	ST TAMMANY LA	N 7			P 920605 504-845-4942
AD008155871	EQUITABLE MADISONVILLE CLIFF ANGLIN	COVINGTON HWY POST OFFICE DRAWER E	MADISONVILLE MADISONVILLE	70447 70447	ST TAMMANY LA	2			P 910319 504-845-3556
AD981589807	JAYS TOYOTA RPR BROOKS JAY	HWY 21 & ST ANN CORNER OF PO BOX 580	MADISONVILLE MADISONVILLE	70447 70447	ST TAMMANY LA	2			P 860904 504-845-3255
AD0000183087	KBK INC KEVIN TASSIN	409 HWY 22 W PO BOX 953	MADISONVILLE MANDEVILLE	70447 70470	ST TAMMANY LA	3			P 940210 504-845-8052
AD985199991	MADISONVILLE BOAT YARD RICHARD FIELDS	1205 MAIN ST 1205 MAIN ST	MADISONVILLE MADISONVILLE	70447 70447	ST TAMMANY LA	3			P 910617 504-845-8788
AD008171191	MADISONVILLE WOOD PRESERV O-R RAYBON	1421 HWY 22 W PO BOX 100	MADISONVILLE MADISONVILLE	70447 70447	ST TAMMANY LA	2			P 831026 504-843-8811
AD980629596	SOUTH CENTRAL BELL MDVILA	CEDAR STREET	MADISONVILLE	70447	ST TAMMANY	N 8			811026

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	WM GREEN	365 CANAL ST	NEW ORLEANS	70140	LA	504-528-2908
AD985204866	ALL TRANS MARINE INC	201 SW RAILROAD AVE	PONCHATOULA	70454	TANGIPAOHA	3 P 910805
	MAURICE HALL	201 SW RAILROAD AVE	PONCHATOULA	70454	LA	504-386-9493
AD985211101	ALL TRANS MARTE	1740 HWY 22 E	PONCHATOULA	70454	TANGIPAOHA	3 P 911001
	MAURICE HALL	1740 HWY 22 E	PONCHATOULA	70454	LA	504-386-8493
AD982758773	ALLENS FAMILY PRACTICE CL	125 E OAK ST	PONCHATOULA	70454	TANGIPAOHA	2 P 890609
	GREG-DR ALLEN	PO DRAWER A	PONCHATOULA	70454	LA	504-386-6198
AD070665674	BAKER MTR CAR	955 E PINE ST	PONCHATOULA	70454	TANGIPAOHA	3 P 860924
	RICHARD BAKER	955 E PINE ST	PONCHATOULA	70454	LA	504-386-2709
AD985193960	C & S ENTERPRISE	799 CAMPBELL LN	PONCHATOULA	70454	TANGIPAOHA	3 P 910128
	JERRY COMPTON	799 CAMPBELL LN	PONCHATOULA	70454	LA	504-386-4008
AD981522543	CHARLIES STRIPPING & REFI	240 BARRINGER DR	PONCHATOULA	70454	TANGIPAOHA	N 7 P 860729
	CHARLIE BARNETT	240 BARRINGER DR	PONCHATOULA	70454	LA	504-386-2102
AD982760126	CORKERN BOAT RENTALS INC	1151 ESTERBROOK RD	PONCHATOULA	70454	TANGIPAOHA	X P 890811
	HAROLD-H CORKERN	PO BOX 100	PONCHATOULA	70454	LA	504-386-6654
AR000008151	CUSTOM AUTO & MARINE	15527 HOFFMAN RD	PONCHATOULA	70454	TANGIPAOHA	3 P 951024
	TOMMY GIBBS	15527 HOFFMAN RD	PONCHATOULA	70454	LA	504-386-0396
AD0000235002	CUTRERS GARAGE	11245 HWY 22 W	PONCHATOULA	70454	TANGIPAOHA	3 P 940224
	C-D CUTRERS-JR	11245 HWY 22 W	PONCHATOULA	70454	LA	504-294-5144
AD981584287	D C AUTO REPAIR	201 WEST PINE	PONCHATOULA	70454	TANGIPAOHA	N 7 P 860812
	DAVID VITTER	201 WEST PINE	PONCHATOULA	70454	LA	504-386-4921
AD052510344	DELATTE INDUSTRIES	1540 WINEBURGER ROAD	PONCHATOULA	70454	TANGIPAOHA	S P 800818
	LARRY DELATTE	ROUTE #1 BOX 67A	PONCHATOULA	70454	LA	504-386-6110
AD985193655	EKE NOBEL INC PONCHATOULA	124 N 2ND ST	PONCHATOULA	70454	TANGIPAOHA	3 P 910226
	ROBERT MORELAND	124 N 2ND ST	PONCHATOULA	70454	LA	504-386-7937
AD102432598	GATEWAY FORD	111 N 6TH ST	PONCHATOULA	70454	TANGIPAOHA	2 P 860811
	DONALD WADDELL	111 N 6TH ST	PONCHATOULA	70454	LA	504-386-7790
AD0000239715	GATEWAY FORD INC	1133 HWY 51	PONCHATOULA	70454	TANGIPAOHA	2 P 940209
	DONALD WADDELL	PO BOX 741	PONCHATOULA	70454	LA	504-386-7790
AD985193150	GULF SOUTH MACHINES	SW FRONTAGE RD I-55	PONCHATOULA	70454	TANGIPAOHA	3 P 910220
	RENE ROQUES	PO BOX 268	PONCHATOULA	70454	LA	504-386-9401
AD985193168	GULF SOUTH MACHINES	HWY 51 S & TOWER RD	PONCHATOULA	70454	TANGIPAOHA	3 P 910220
	EDGAR ANDRY	PO BOX 268	PONCHATOULA	70454	LA	504-386-5617
AD985213883	HIGHWAY 22 AUTO	384 HWY 22 W	PONCHATOULA	70454	TANGIPAOHA	3 P 920122
	THOMAS WAITES	384 HWY 22 W	PONCHATOULA	70454	LA	504-294-5334
AD0000931824	J & D CYCLES	20341 HWY 22 EAST	PONCHATOULA	70454	TANGIPAOHA	3 P 941026
	JEFF BROWN	20341 HWY 22 EAST	PONCHATOULA	70454	LA	504-386-2588
AR000003376	JIMMYS AUTO & MACHINE SHO	41047 BROWN RD	PONCHATOULA	70454	TANGIPAOHA	3 P 950331
	JIMMY GUTHERIE	41047 BROWN RD	PONCHATOULA	70454	LA	504-386-2971
AD985211226	JIMMYS AUTO RPR	1080 BROWN RD	PONCHATOULA	70454	TANGIPAOHA	3 P 911003
	JIMMY GUTHRIE	1080 BROWN RD	PONCHATOULA	70454	LA	504-386-2971
AD982292997	KWIK ENGINES INC	115 GAIL RD	PONCHATOULA	70454	TANGIPAOHA	1 P 871228
	WILLIAM- LUCAS	115 GAIL RD	PONCHATOULA	70454	LA	504-386-8810
AD981907991	L & B AUTO	623 W PINE ST	PONCHATOULA	70454	TANGIPAOHA	3 P 870330
	TOM LADNER	PO BOX 605	PONCHATOULA	70454	LA	504-386-4018

AGE: 20

LOGRAM:

RPF106-006

STATE OF LOUISIANA LISTED BY ZIP, BY NAME, BY ID

Comments: RIN96-1117

* * * THIS REPORT IS INTENDED FOR F.O.I.A. USAGE * * *

* * F.O.I.A. NOTIFIERS REPORT * *

DATABASE: Region VI Merge

DATE: 06/24/96

TIME: 17.05.26

RUN BY: NBR

ID NUMBER STATE-ID	FACILITY NAME Contact NAME	FACILITY ADDRESS Contact ADDRESS	FACILITY CITY Contact CITY	ZIP ZIP	County ST	G N T CEI E R R / N G S TSD	C T O Y M P DATE CONT-PHONE
LAD985199181	L & B AUTOMOTIVE BOBBY GAINNEY	590 W OAK 590 W OAK	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	3	P 910516 504-386-4018
LAD981906415	LEES RPR SVC LEE MILTON	169 N THIBODAUX RD 169 N THIBODAUX RD	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	3	P 870310 504-386-3619
LAD981591282	MACS AUTO SVC JAMES MCINTYRE	1335 HWY 22 E 1335 HWY 22 E	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	1	P 860910 504-386-8244
LA0000999904	MARINE POWER INC RICHARD CLEMENS	17506 MARINE PWR INDUSTRIA 17506 MARINE PWR INDUSTRI	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	3	P 941130 504-386-2081
LAD981587181	MAURICES AUTO SVC R- HALL	200 SIBLY RD. 200 SIBLY RD.	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	N 7	P 860819 504-368-9761
LA0000464594	MICHAEL CANAL & SONS DAVID CANAL	570 W PINE ST 570 W PINE ST	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	3	P 940329 504-386-9376
LAD982562365	NORTH OAKS FAMILY MEDICIN MIKE BURGUILLOS	155 S 5TH ST 155 S 5TH ST	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	3	P 890113 504-386-6584
LAR000008391	PENNINGTON SEED OF LOUISI ROGER MOSSHART	41347 S RANGE RD PO BOX 819	PONCHATOULA HAMMOND	70454 70404	TANGIPAHOA LA	3	P 951113 504-386-7611
LAR000007823	PONCHATOULA AUTO SVC DALE LEFTWICH	18358 HWY 23 E PO BOX 82	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	3	P 951004 504-386-8244
LAD062644232	PONCHATOULA BATTERY CO IN NEWSTROM TERRY	WINEBURGER ROAD P O BOX 370	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA		800818 504-294-3268
LAD981145386	PONCHATOULA CLNRS INC LOTT CUTRER	150 S 5TH ST 150 S 5TH ST	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	3	P 850930 504-386-6562
LAD980748198	PONCHATOULA LEAD COMPANY TERRY NEWSTROM	I-55 SE SERVICE ROAD PO BOX 370	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	N 7.	P 821012 504-386-8313
LAD985228451	PONCHATOULA MUFFLER & BRA RODNEY POCHE	1529 HWY 51 N 1529 HWY 51 N	PONCHATOULA PONCHATOULA	70454 70454	TANGIPAHOA LA	3 1	P 930515 504-386-9858
LAT230014060	SOUTH CENTRAL BELL - PNCH D-E BUCK	120 RAILROAD AVE 365 CANAL ST ROOM 1790	PONCHATOULA NEW ORLEANS	70454 70140	TANGIPAHOA LA	N 8	P 810421 504-528-2400
LAD981154784	TANGIPAHOA PARISH SHERIFF STEVE GUREASKO	860 RANGE RD PO BOX 727	PONCHATOULA AMITE	70454 70422	TANGIPAHOA LA	N 8	C 860311 504-386-6413

REPORT:
2RPFI06

***** UNIVERSE TOTALS Report *****
R C R I S
DATA BASE: Region VI Merge

PAGE: 1
DATE: 06/24/96
TIME: 17.05.28

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TOTAL FACILITIES LISTED:	444
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GENERATOR UNIVERSES-----	LOG:	41
	SQG:	57
	CESQG:	265

TRANSPORTER UNIVERSES----	TOTAL:	13	
	Code = C:	2	(Handler transports waste for hire)
	Code = S:	3	(Handler transports waste for self)
	Code = X:	8	(Handler transports waste, but COMMERCIAL status is unknown)
	Code = N:	0	(Not a transporter, verified)

TSD/CEI UNIVERSES-----	TOTAL:	5	(TSDS SUBJECT TO CEI)
	LDF:	1	
	INC:	2	
	BIF:	1	
	SST:	4	

AASHTO TABLES FOR DESIGN STANDARDS

Table 1. Group A bicyclists, urban section, no parking.

average motor vehicle operating speed	average annual daily traffic (AADT) volume												
	less than 2,000				2,000-10,000				over 10,000				
	adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		
less than 30 mi/h	sl 12	truck, bus, rv		wc 14	sl 12	truck, bus, rv		wc 14	wc 14	wc 14	truck, bus, rv		wc 14
		sl 12	wc 14			wc 14	wc 14				wc 14		
30-40 mi/h	wc 14	wc 14	wc 15	wc 15	wc 14	wc 15	wc 15	wc 15	wc 14	wc 15	wc 15	wc 15	wc 15
41-50 mi/h	wc 15	wc 15	wc 15	wc 15	wc 15	wc 15	sh 6	sh 6	wc 15	wc 15	sh 6	sh 6	sh 6
over 50 mi/h	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6

1 mi/h = 1.61 km/h

Key:*

wc = wide curb lane** **sh** = shoulder **sl** = shared lane** **bl** = bike lane **na** = not applicable

* See page 11 for definitions.

** **WC** and **SL** numbers represent "usable widths" of outer lanes, measured from lane stripe to the edge of gutter pan, rather than to the face of the curb. If no gutter pan is provided, add 1 ft (0.3 m) minimum for shy distance from the face of the curb.

Table 2. Group A bicyclists, urban section, with parking.

average motor vehicle operating speed	average annual daily traffic (AADT) volume											
	less than 2,000				2,000-10,000				over 10,000			
	adequate sight distance	inadequate sight distance			adequate sight distance	inadequate sight distance			adequate sight distance	inadequate sight distance		
less than 30 mi/h	wc 14	truck, bus, rv		wc 14	wc 14	truck, bus, rv		wc 14	wc 14	truck, bus, rv		wc 14
		wc 14	wc 14			wc 14	wc 14			wc 15	wc 15	
30-40 mi/h	wc 14	wc 14	wc 15	wc 15	wc 14	wc 15	wc 15	wc 15	wc 14	wc 15	wc 15	wc 15
41-50 mi/h	wc 15	wc 15	wc 15	wc 15	wc 15	wc 16	wc 16	wc 16	wc 15	wc 15	wc 16	wc 16
over 50 mi/h	na	na	na	na	na	na	na	na	na	na	na	na

1 mi/h = 1.61 km/h

Key:*

wc = wide curb lane** **sh** = shoulder **sl** = shared lane **bl** = bike lane **na** = not applicable

* See page 11 for definitions.

** **WC** numbers represent "usable widths" of outer travel lanes, measured from the left edge of the parking space (8 to 10 ft [2.4 to 3.0 m] minimum from the curb face) to the left stripe of the travel lane.

Table 3. Group A bicyclists, rural section.

average motor vehicle operating speed	average annual daily traffic (AADT) volume												
	less than 2,000				2,000-10,000				over 10,000				
	adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		adequate sight distance		inadequate sight distance		
less than 30 mi/h	sl 12	truck, bus, rv		wc 14	sl 12	truck, bus, rv		wc 14	wc 14	wc 14	truck, bus, rv		sh 4
		sl 12	wc 14			wc 14	wc 14				wc 14	sh 4	
30-40 mi/h	wc 14	wc 14	sh 4	sh 4	wc 14	wc 15	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4	sh 4
41-50 mi/h	sh 4	sh 4	sh 4	sh 4	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6
over 50 mi/h	sh 4	sh 6	sh 6	sh 4	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6

1 mi/h = 1.61 km/h

Key:*

wc = wide curb lane** **sh** = shoulder **sl** = shared lane** **bl** = bike lane **na** = not applicable

* See page 11 for definitions.

** **WC** and **SL** numbers represent "usable widths" of outer lanes, measured from the lane stripe to the edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 ft (0.3 m) minimum for shy distance from the edge of the pavement.

Table 4. Group B/C bicyclists, urban section, no parking.

average motor vehicle operating speed	average annual daily traffic (AADT) volume											
	less than 2,000				2,000-10,000				over 10,000			
	adequate sight distance	inadequate sight distance			adequate sight distance	inadequate sight distance			adequate sight distance	inadequate sight distance		
less than 30 mi/h	wc 14	truck, bus, rv		wc 14	wc 14	truck, bus, rv		wc 14	bl 5	truck, bus, rv		bl 5
		wc 14	wc 14			wc 14	wc 14			bl 5	bl 5	
30-40 mi/h	bl 5	bl 5	bl 5	bl 5	bl 5	bl 6	bl 6	bl 5	bl 5	bl 6	bl 6	bl 5
41-50 mi/h	bl 5	bl 5	bl 5	bl 5	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6
over 50 mi/h	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6

1 mi/h = 1.61 km/h

Key:* wc = wide curb lane** sh = shoulder sl = shared lane bl = bike lane** na = not applicable

* See page 11 for definitions.

** **WC** numbers represent "usable widths" of outer lanes, measured from lane stripe to edge of gutter pan, rather than to face of curb. If no gutter pan is provided, add 1 ft (0.3 m) minimum for shy distance from face of curb. **BL** numbers indicate minimum width from the curb face. The bike lane stripe should lie at least 4 ft (1.2 m) from the edge of the gutter pan, unless the gutter pan is built with adequate width to serve as a bike lane by itself.

Table 5. Group B/C bicyclists, urban section, with parking.

average motor vehicle operating speed	average annual daily traffic (AADT) volume											
	less than 2,000				2,000-10,000				over 10,000			
	adequate sight distance	inadequate sight distance			adequate sight distance	inadequate sight distance			adequate sight distance	inadequate sight distance		
less than 30 mi/h	wc 14	truck, bus, rv		wc 14	wc 14	truck, bus, rv		wc 14	bl 5	truck, bus, rv		bl 5
		wc 14	wc 14			wc 14	wc 14			bl 5	bl 5	
30-40 mi/h	bl 5	bl 5	bl 5	bl 5	bl 5	bl 6	bl 6	bl 5	bl 6	bl 6	bl 6	bl 6
41-50 mi/h	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6	bl 6
over 50 mi/h	na	na	na	na	na	na	na	na	na	na	na	na

1 mi/h = 1.61 km/h

Key:*

wc = wide curb lane** **sh** = shoulder **sl** = shared lane **bl** = bike lane **na** = not applicable

* See page 11 for definitions.

** **WC** numbers represent "usable widths" of outer lanes, measured from left edge of the parking space (8 to 10 ft [2.4 to 3.0 m] minimum from the curb face) to the left stripe of the travel lane.

Table 6. Group B/C bicyclists, rural section.

average motor vehicle operating speed	average annual daily traffic (AADT) volume											
	less than 2,000				2,000-10,000				over 10,000			
	adequate sight distance	inadequate sight distance			adequate sight distance	inadequate sight distance			adequate sight distance	inadequate sight distance		
less than 30 mi/h	sh 4	truck, bus, rv		sh 4	sh 4	truck, bus, rv		sh 4	sh 4	truck, bus, rv		sh 4
		sh 4	sh 4			sh 4	sh 4			sh 4	sh 4	
30-40 mi/h	sh 4	sh 4	sh 4	sh 4	sh 4	sh 6	sh 6	sh 4	sh 6	sh 6	sh 6	sh 6
41-50 mi/h	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6	sh 6
over 50 mi/h	sh 6	sh 6	sh 6	sh 6	sh 8	sh 8	sh 8	sh 8	sh 8	sh 8	sh 8	sh 8

1 mi/h = 1.61 km/h

Key:*

wc = wide curb lane

sh = shoulder

sl = shared lane

bl = bike lane

na = not applicable

* See page 11 for definitions.

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LADOTD 1995 ADT TRAFFIC COUNTS

1995 AVERAGE DAILY TRAFFIC

LA 48	
West of US 90 near Huey P. Long Bridge	31110
East of LA 3154 (Hickory)	25140
East of Second St. in Harahan	24070
West City Limits of Harahan	28540
East City Limits of Kenner	21820
West of Williams Blvd., Kenner	11890
St. Charles/Jefferson Parish Line	7080
East of Ferry Landing at Luling	6340
West of Ferry Landing at Luling	7710
East of LA 627 at Good Hope	11170
South of US 61 at Norco	6940
LA 628	
No Counts Available	
US 61	
East of LA 48 at Norco	19050
East of Cardinal St., LaPlace	22630
West of US 61, LaPlace	29650
US 51	
North of US 61	10380
US 51/I-55	
North of I-10	15710
At Pass Manchac	15010
South of US 51 Bus., Pontchatoula	15870
North of US 51 Bus., Pontchatoula	13460
North of LA 22, Pontchatoula	17250
I-55	
South of I-12, Hammond	17490
South of US 190, Hammond	27410
US 51	
I-12 Overpass, Hammond	15740
South of US 190, Hammond	19370

1995 AVERAGE DAILY TRAFFIC

US 190

East of US 51, Hammond	22940
Between Pine and Magnolia, Hammond (Couplet)	20850
Between Cate and Cypress, Hammond (Couplet)	15130
East of LA 443 east of Hammond	14360
West of LA 445 at Robert	3670
East of LA 445 at Robert	4200
West of LA 1077 at Goodbee	1880
West of US 190 Bus., Covington	6010
West of LA 25, Covington	6420
South of LA 25, Covington	14240
Bogue Falaya River Bridge, Covington	21620
South of US 190 Bus., Covington	26600

US 190 Bus.

West City Limits of Covington	6530
Between Madison and Jefferson, Covington	8160
Between Mass. and Vermont, Covington	12160
Bogue Falaya River Bridge, Covington	18480

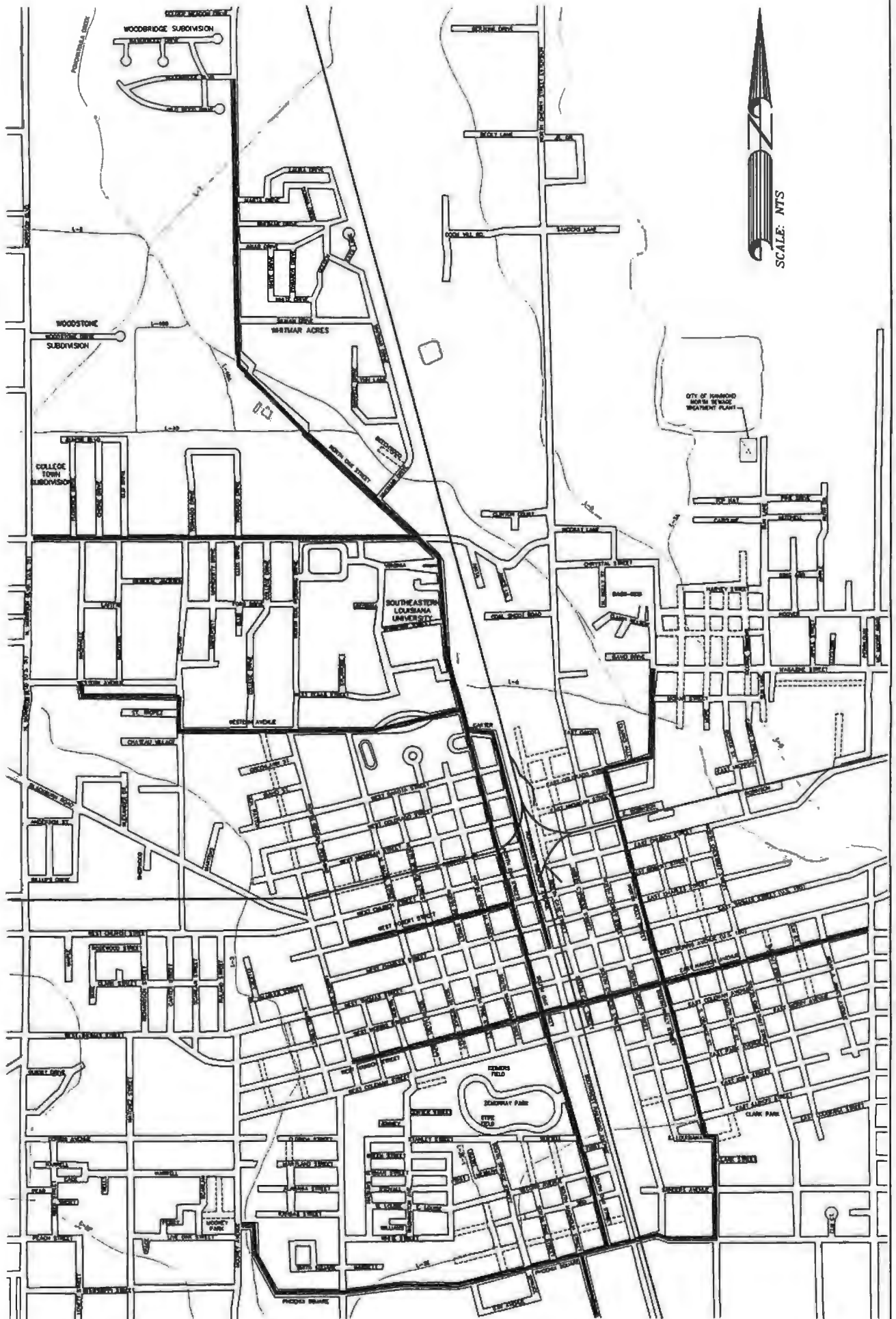
I-10

West of Williams Blvd., Kenner	74990
East of Williams Blvd., Kenner	109520
West of Clearview, Metairie	133980
East of Clearview, Metairie	142460
East of Causeway Blvd., Metairie	150530
West of I-610, Metairie	169320

Williams Blvd. (LA 49)

South of US 61, Kenner	14870
North of US 61, Kenner	30600
South of Veterans Memorial Highway, Kenner	35410
North of I-10, Kenner	44150

HAMMOND BICYCLE PLAN PHASE I



CITY OF HAMMOND
PHASE I BIKE PLAN

