

U. S. ARMY CORPS OF ENGINEERS

LAKE PONTCHARTRAIN, LOUISIANA

DESIGN MEMORANDUM NO. 1A  
PRELIMINARY MASTER PLAN  
FOR  
PUBLIC ACCESS AND RECREATION

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Prepared in the Office of the District Engineer  
New Orleans District, Corps of Engineers  
New Orleans, Louisiana

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July 1966

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DEPARTMENT OF THE ARMY  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160

IN REPLY REFER TO  
LMVED-PC

20 July 1966


SUBJECT: Recreational Development - Lake Pontchartrain, La.

TO: Division Engineer  
Lower Mississippi Valley Division  
ATTN: LMVCO-0

1. There are forwarded, as noted below, copies of a preliminary master plan, Design Memorandum No. 1A, for Lake Pontchartrain and project streams entering Lake Pontchartrain. Comments of the State of Louisiana, Department of Public Works, and the Bureau of Outdoor Recreation are appended to the plan to indicate the intent of local cooperation.

2. It is recommended that the preliminary master plan be approved in order that detail planning and agreements with local cooperation may be accomplished.

2 Incl (quint)  
1. Text (inclosed herewith)  
2. 9 plates (fwd sep)

  
THOMAS J. BOWEN  
Colonel, CE  
District Engineer

LMVCO-0 (NOD 20 July 66)

1st Ind

SUBJECT: Recreational Development - Lake Pontchartrain, Lake Pontchartrain,  
La.

DA, Lower Miss. Valley Div, CE, Vicksburg, Miss. 39180 11 Aug 66

TO: Chief of Engineers, ATTN: ENGCW-OM

1. Approval of the preliminary master plan as a basis for detailed planning, and agreements with local interests is recommended.
2. Further study will be required to consider comments of the State of Louisiana, Bureau of Outdoor Recreation.

FOR THE DIVISION ENGINEER:

2 Incls (u.s.c.)  
2 cys wd

  
J. I. BOSWELL

Chief, Construction-Operations Division

ENG CW-OM (20 July 1966) 2nd Ind  
SUBJECT: Recreational Development - Lake Pontchartrain, La.

DA, CofEngrs, Washington, D. C. 20315, 7 October 1966

TO: Division Engineer, Lower Mississippi Valley Division

1. The Preliminary Master Plan is approved subject to the comments of the Division Engineer in the preceding Indorsement and to the following.

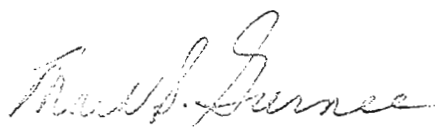
2. The 2 to 5-acre sites proposed for acquisition and development within project boundaries appear to be the bare minimum in size essential to meet public access needs. Depending on the usable characteristics of adjoining lands, ownership, and desires of local interests the size may be increased for access and basic recreation facility requirements.

3. The plan should be considered as a document to justify acquisition of lands to provide adequate public access to authorized project waters at strategic locations of high recreation values and to form the basis of continuance of recreation planning at these projects. It should be referred to as the Preliminary Master Plan for Public Access and Recreation for Authorized Corps of Engineers projects, Lake Pontchartrain.

4. No funds should be budgeted for either acquisition or development of these public access sites until there is definite indication of State or local cooperation in development, operation and maintenance of the sites.

FOR THE CHIEF OF ENGINEERS:

2 Incls  
w/d

  
MARK S. GURNEE  
Chief, Operations Division  
Civil Works

LMVCO-0 (NOD 20 July 66)

3rd Ind

SUBJECT: Recreational Development - Lake Pontchartrain, La.

DA, Lower Miss. Valley Div, CE, Vicksburg, Miss. 39180 17 Oct 66

TO: District Engineer, New Orleans District, ATTN: LMNED-PC

For necessary action.

FOR THE ACTING DIVISION ENGINEER:



J. I. BOSWELL

Chief, Construction-Operations Division



LAKE PONTCHARTRAIN, LOUISIANA  
DESIGN MEMORANDUM NO. 1A  
PRELIMINARY MASTER PLAN  
FOR  
PUBLIC ACCESS AND RECREATION

SECTION I - GENERAL INFORMATION

1. General. Lake Pontchartrain, located in southeast Louisiana and in the U. S. Army Engineer District, New Orleans, is a feature of the Mississippi River and Tributaries project and also includes features of several other projects.

a. The Flood Control Act of 24 July 1946 provides for reconstruction of existing lakeshore embankment across Jefferson Parish; also enlargement of return levees along Orleans and St. Charles parish line to prevent flooding. The work was incorporated into the project "Flood Control, Mississippi River and Tributaries," by the Flood Control Act of 17 May 1950.

b. The Bonnet Carre' Spillway, authorized by the Flood Control Act of 15 May 1928 and amendments, empties into Lake Pontchartrain. This feature of MR&T was included in Design Memorandum No. 1A, "Preliminary Master Plan for Public Access and Recreation," Mississippi River, dated September 1964.

c. The River and Harbor Act of 3 July 1930 authorized a waterway 9 feet deep and 100 feet wide from the Inner Harbor Navigation Canal through Lake Pontchartrain and the Rigolets to Mississippi Sound. This project became an alternate route to the land cut through the marsh to the Inner Harbor Navigation Canal which was authorized by the River and Harbor Act of 24 July 1946.

d. The Bayou Bonfouca, La., channel, authorized by the River and Harbor Act of 21 January 1927, extends to deep water on the northeast side of Lake Pontchartrain.

e. The Bayou Lacombe, La., channel, authorized by the River and Harbor Act of 30 August 1935, provides for a channel into Lake Pontchartrain on the northeast shore.

f. The Chefuncte River and Bogue Falia, La., project, authorized by the River and Harbor Act of 3 July 1958 and prior River and Harbor Acts, provides for a channel into Lake Pontchartrain on the north side.

l.g.

g. The Tangipahoa River, La., project, authorized by the River and Harbor Acts of 10 June 1872 and 14 June 1880, enters Lake Pontchartrain on the northwest shore.

h. The Pass Manchac, La., project, authorized by the River and Harbor Act of 24 June 1910, connects Lake Maurepas to Lake Pontchartrain on the west shore.

i. The Inner Harbor Navigation Canal, a port of New Orleans project and also a link in the Gulf Intracoastal Waterway, connects the Mississippi River to the south shore of Lake Pontchartrain.

2. Authorization. This preliminary master plan for public access and recreational use of Lake Pontchartrain is prepared in accordance with instructions contained in a letter from the Division Engineer, U. S. Army Engineer Division, Lower Mississippi Valley, dated 22 May 1964, subject "Recreational Development, MR&T Project," file LMVKO. Development, operation, and maintenance will be accomplished in accordance with Public Law 89-72, approved 9 July 1965.

3. Purpose and extent of investigation. The purpose of this design memorandum is to present a preliminary plan for the development and management of the recreational resources of the project area. The plan of development and use are considered compatible with the operation and maintenance of the project for its primary purposes. Data on the type of development needed for maximum public benefit and cost estimates of the proposed Federal land acquisition are included. The investigation covers the lake, the entire lakeshore, the lands near the lake, and the adjacent features of project and waterways which enter the lake. Data available on quadrangle maps, aerial photographs, feature construction maps, rights-of-way maps, and city, parish, and state agency maps and reports were used in the investigation. Reconnaissance surveys were made by automobile along the shoreline to supplement the available map data.

## SECTION II - CHARACTERISTICS OF THE PROJECT

4. Location and accessibility. Lake Pontchartrain is located in St. Tammany, Tangipahoa, St. John the Baptist, St. Charles, Jefferson, and Orleans Parishes, Louisiana. Interstate Highway 10 crosses the east end of the lake and provides access from the area east, south, and west. Interstate Highway 12 is located north of the lake and provides access from the east and west. Interstate Highway 55, located west of the lake, intersects I-10 and I-12 near Laplace and Hammond, respectively, and provides access from the north. Interstate Highway 59 intersects I-10 and I-12 near Slidell and provides access from the north. U. S. Highway 90 runs east and south of the lake. U. S. Highway 11 crosses the east end of the lake. U. S. Highway 51 runs south and west of the lake and U. S. Highway 190 runs north of the

lake. The Pontchartrain Causeway runs across the center of the lake from north to south. These highways combined with state highways, parish roads, and city streets provide access to a large percent of the lakeshore. The locations of the lake, surrounding towns, and principal access roads are shown on plate 1.

5. Project features. The Lake Pontchartrain area encompasses features of flood control, navigation, and aquatic plant control.

a. Flood control features. The flood control features along the shore of Lake Pontchartrain consist of a vertical seawall 6 feet high and 1.5 miles long at Mandeville, a levee 10 feet high and 10.4 miles long on the Jefferson Parish lakefront, a breakwater 6 feet high protecting the yacht harbor, a vertical seawall 7.5 feet high protecting West End Park and the Orleans Marina, a 10-foot high levee on the landside of the marina, a stepped seawall 8 to 9 feet high backed up by a levee to elevation 9.6 feet from West End to the Inner Harbor Navigation Canal, a vertical seawall 11.5 feet high and 2.3 miles long around the lakeside of the New Orleans Airport, the Southern Railway embankment about 9.3 feet high and 11.5 miles along the shore from the airport to South Shore. These features are intersected by the gravity drainage outlets in Mandeville, five pumping station outfall canals in Jefferson Parish, three pumping station outfall canals and the entrances to the yacht harbor, Bayou St. John, and the Inner Harbor Navigation Canal in Orleans Parish. These flood control features are primarily state and local projects except for the Jefferson Parish lakefront levee which is a Corps of Engineers' project.

b. Navigation features. The 640-square mile lake with natural depths up to 18 feet and an average depth of 14 feet is a navigable body of water. All bridges and causeways have navigation openings. The Louisville and Nashville Railroad and U. S. Highway 90 have bridge openings at Chef Menteur Pass and the Rigolets. Interstate Highway 10 has a high-level hump about one-half mile from the north shore. U. S. Highway 11 has bridge openings one-half mile from the south shore and one mile from the north shore. The Southern Railroad has bridge openings one and one-half miles from the south shore and one mile from the north shore. The 24-mile long Pontchartrain Causeway has clearance humps at miles 4, 12, and 20, and bridge openings at miles 8 and 16 from the south shore. The Illinois Central Railroad has a bridge opening and U. S. Highway 51 has a high-level bridge at Pass Manchac. An alternate route of the Gulf Intracoastal Waterway through the lake from the Inner Harbor Navigation Canal to the Rigolets has a depth of 9 feet and width of 100 feet. Bayou Bonfouca which has a navigation channel 60 feet wide and 10 feet deep extends to deep water in the lake. Bayou Lacombe has a channel 8 feet deep and 60 feet wide into Lake Pontchartrain. Chefuncte River has a channel 125 feet wide and

5.b.

10 feet deep extending into the lake. The Tangipahoa River has no specified depths into the lake. Pass Manchac connecting Lake Pontchartrain to Lake Maurepas has no specified depths into Lake Pontchartrain.

6. Project area. Lake Pontchartrain is located generally between the Mississippi River alluvial deposits on the south and the Pleistocene deposits on the north. The southwest, south, and southeast shores are swamps and marshes. The Greater New Orleans area on the south shore has been reclaimed by flood control features. The northwest and northeast shores are swamps and marshes. The north shore is higher land occupied by pine-hardwood forests with large areas cleared for agricultural, residential, and commercial development.

7. Water fluctuation. The lake fluctuates about one-half foot between normal low and high tide. Greater fluctuations are caused by winds. Easterly winds cause a rise in lake level. Westerly winds cause a lower lake level.

### SECTION III - FACTORS INFLUENCING PUBLIC USE DEVELOPMENT

8. Purpose of development. The development of public access and recreation facilities serves to provide needed opportunities, to help satisfy the existing demand, to protect and conserve the recreational resources, and to make the resource available for present and future uses. The establishment of public use areas around Lake Pontchartrain does not conflict with the primary purposes of the flood control and navigation projects and makes the lake available as a valuable recreational resource. Important factors considered in formulating the plan include: characteristics of the surrounding region; population and growth of urban regions; public use, interests and habits of the people; existing and proposed related public use areas; anticipated attendance and utilization; and potential benefits.

9. Surrounding region. Lake Pontchartrain is located in six parishes. Based on 1960 census, the four parishes on the south side had a population of about 876,000 and the two parishes on the north side had a population of about 98,000. In 1960 about 30 percent of the people in Louisiana lived in the six parishes around Lake Pontchartrain. The population trend by parishes is shown in table 1.

10. Related recreational areas. The region bordering Lake Pontchartrain does not possess adequate public use facilities for the population.

TABLE 1  
POPULATION TREND

<u>Locality</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>
<u>Parishes</u>			
St. Tammany	23,624	26,988	38,643
Tangipahoa	45,519	53,218	59,434
St. John the Baptist	14,766	14,861	18,439
St. Charles	12,321	13,363	21,219
Jefferson	50,427	103,873	208,769
Orleans	<u>494,537</u>	<u>570,445</u>	<u>627,525</u>
Totals	641,194	782,748	974,029
Louisiana	2,363,880	2,683,516	3,257,022

a. State parks. There are six state parks in the six parishes surrounding Lake Pontchartrain:

(1) Fort Macomb State Monument located in Orleans Parish on the south side of Chef Menteur Pass and the east side of U. S. Highway 90 is a modified star-shaped fort. The area is in critical need of repair.

(2) Fort Pike State Monument located in Orleans Parish on the south side of the Rigolets and the east side of U. S. Highway 90 is a modified star-shaped fort with 125 acres of land. The fort is being repaired. The surrounding grounds are developed for public use.

(3) Fontainebleau State Park located in St. Tammany Parish on the north shore of Lake Pontchartrain east of Mandeville, La., has 2,450 acres of land. The park is developed for general public recreation which includes picnicking, camping, swimming, a beach, bath house, a restaurant, and play grounds.

(4) Bogue Falaya Wayside Park located in St. Tammany Parish on the west side of Bogue Falaya River in Covington has 13 acres of land of which part is developed for boating, picnicking, and swimming, and part play grounds.

(5) Abita Springs State Park located in the town of Abita Springs in St. Tammany Parish is a 7-acre park primarily developed to preserve and make the natural mineral springs available to the public.

10.a.(6)

(6) Fairview State Park located in St. Tammany Parish on the east side of the Chefuncte River about one mile east of the town of Madisonville on State Highway 22 has 97 acres of land. The park is being developed for picnicking, camping, boating, and skiing.

b. Local public use development. Several cities, parishes, and other agencies have public use developments:

(1) The town of Mandeville, St. Tammany Parish, owns and maintains a public park area between Lake Street and the seawall. This area varies from about 50 to 200 feet wide and is about 1.5 miles long. The town also uses the entrance to Bayou Castine as a small boat harbor. The entrance to the boat harbor is protected by concrete jetties extending into the lake on each side of the bayou and a breakwater in the lake which is designed to be a part of future expansion of the boat harbor.

(2) The old U. S. Highway 51 bridge across Pass Manchac with the navigation span removed is maintained as fishing pier. The north end is in Tangipahoa Parish and the south end is in St. John the Baptist Parish.

(3) The city of New Orleans maintains West End Park and the Municipal Yacht Harbor on the lakeshore at the west side of Orleans Parish. The yacht harbor is fully developed, has 555 berths, and is filled to capacity.

(4) City Park, about 1,427 acres; Audubon Park, about 288 acres; and Pontchartrain Park are operated as general municipal parks with play grounds, golf courses, picnic areas, rides, concession stands, and fishing and boating lagoons. City Park has the Delgado Art Museum and City Park Stadium. Audubon Park has an outstanding zoo.

(5) The Orleans Levee Board maintains and operates the Orleans Marina at West End, a public park along the 5.5 miles of lakeshore between West End and the New Orleans Airport, and Lincoln Beach about 5 miles east of New Orleans Airport. The marina has 228 berths and space for about 45 additional berths. The lakeshore park includes a concrete stepped-type seawall which permits fishing, as well as a view of boating activities on the lake, a four-lane lakeshore drive paralleled by green belts of grass and trees for public playing and picnicking, two small beaches, four comfort stations, an open air theatre, and a 15-lane concrete boat launching facility on the west side of the entrance to the Inner Harbor Navigation Canal. Commercial facilities include a variety of boat sales, repair and service on the east side of the entrance to the Orleans Marina, three commercial concessionaires along the lakeshore park,

Pontchartrain Beach, and Lincoln Beach. Pontchartrain Beach has a public beach 2,300 feet long and 400 feet wide, swimming pools with a 1,000-swimmer capacity, bathhouse, shelters, arcades, an amusement center, two restaurants, several refreshment stands, and 23 acres of free parking area. Lincoln Beach has a public beach 1,500 feet long, swimming pools, bathhouse, shelters, amusement center, refreshment stands, a restaurant and lounge, and an adequate parking area.

c. Commercial development. Commercial development along the lakeshore and shores of connecting waterways has been accomplished to satisfy the competition for demanded services. In many cases, these facilities are poorly designed and poorly managed. There is a fluctuation in number of facilities from year to year. Commercial developments having boat launching facilities are indicated on plates 2 through 9.

(1) Salt Bayou. Two commercial places offer rental boats, boat storage, motors, bait, and launching facilities on the north side of Salt Bayou.

(2) North Shore. There are 13 commercial establishments in the north shore area. Five have restaurant facilities, nine offer rental boats and bait, one offers marine repair service, two have launching facilities, and one has boat storage facilities.

(3) Liberty and Lacombe Bayous. Each bayou has one commercial establishment offering rental boats, bait, launching, and parking facilities. On Liberty Bayou, the area is 2.5 miles upstream from the lake. On Lacombe Bayou, the area is one mile upstream from the lake.

(4) Chefuncte River. There are two commercial establishments on the Chefuncte River near Madisonville, La. One on the west bank about one mile from the lake offers rental boats, bait, launching ramp, and boat storage. One on the east bank about one-half mile upstream of the highway bridge offers boat storage and service.

(5) Bedico Creek and Tangipahoa River. There is one commercial establishment on Bedico Creek and two on Tangipahoa River. The one on Bedico Creek is located about 8 miles upstream from the lake and offers rental boats, bait, and launching ramp. One at Lee Landing on the west bank of Tangipahoa River about 9 miles upstream from the lake has a free launching ramp and offers boats and bait. Ponchatoula Beach located on the west bank of Tangipahoa River about 15 miles upstream from the lake is a commercial area offering swimming, picnicking, group camping, boat launching, play grounds, and coin operated rides.

10.c.(6)

(6) West End. Nine seafood restaurants are located on the Jefferson Parish end of the park. Eight boat sales and service and four restaurants are located along the entrance canal to Orleans Marina.

(7) Irish Bayou. Six commercial establishments serve the Irish Bayou--U. S. Highway 11 area. Two have restaurants and six have rental boats and bait.

(8) Bayou Sauvage. Several commercial marine service establishments located along U. S. Highway 90 and Bayou Sauvage primarily serve commercial boating.

(9) Chef Menteur--Rigolets. There are twenty-five commercial establishments in the U. S. Highway 90--Chef Menteur--Lake Catherine--Rigolets area. Eight establishments have restaurants, fourteen have rental boats and bait, four have marine service and repairs, eleven have launching facilities, and six have boat storage facilities.

d. Miscellaneous access. Several free public access launching ramps furnished by various public agencies are located around the lake area. They are located on Bayou Castine at Mandeville, Chefuncte River at Madisonville, Tangipahoa River at Lee Landing, North Pass at U. S. Highway 51, the lake at Frenier Beach, the lake at Williams Boulevard, and the Municipal Yacht Harbor.

e. Private. Many segments of the lakeshore and shores of adjacent waterways are developed with private camps and residences. In many cases, distinction between camp and residence is difficult since the status may change frequently.

(1) St. Tammany Parish. The Salt Bayou Road area has approximately 80 private homes and camps. The North Shore area has over 200 homes and camps. The areas around and between Slidell, Lacombe, Mandeville, Covington, and Madisonville are used for vacation homes, camps, group camps, and other private recreational activities. There has been a rapid increase in the number of permanent residences and weekend and vacation camps since the completion of the Pontchartrain Causeway.

(2) Tangipahoa Parish. There are more than 50 camps along Tangipahoa River. North Pass and the north side of Pass Manchac between Lake Pontchartrain and Lake Maurepas have about 80 camps.



(3) St. John the Baptist Parish. The south shore of Pass Manchac has about 20 camps. There are about 20 other camps along the lake primarily near Frenier Beach.

(4) St. Charles Parish has only a few camps near the lake primarily for hunting clubs in the marsh areas.

(5) Jefferson Parish has no private camps along the lakeshore.

(6) Orleans Parish. There have been about 150 lakeshore camps between the New Orleans Airport and Paris Road. These camps are being abandoned or removed in anticipation of the construction of the Orleans Levee Board planned lakeshore development. About 50 camps located east of Paris Road are not in the Levee Board development area but may conflict with the New Orleans East development plan. More than 50 camps are located along U. S. Highway 11 in the Irish Bayou area. There are more than 500 camps in the U. S. Highway 90--Chef Menteur--Lake Catherine--Rigolets area.

11. Regional demand for public use facilities. The recreational habits and interests of the people in this region have been centered around hunting, fishing, boating, and other water-based activities. The Gulf of Mexico, the coastal marshes and swamps with their many lakes and bayous, Lakes Maurepas, Pontchartrain, and Borgne and their tributary rivers and bayous, and the Pearl River and its tributaries provide the basis for water recreation and development. Access to these areas is in demand by tourists and other visitors, as well as the local people. Development of recreational facilities in the area as described in paragraph 10 is a combination of state and local agencies development for public use, and commercial and private interests development for business or private uses. The recreational resources have not been developed to full use or to the maximum needs of the public.

#### SECTION IV - PUBLIC USE DEVELOPMENT

12. General. The plan presented herein and as illustrated on plates 1 through 9 shows the proposed land and water areas recommended for public use development. Due to the complexity of the Lake Pontchartrain area this plan is not designed to preserve the maximum potential recreational resources to adequately fulfill the future requirements for access to the project areas. The plan is designed to acquire access to project waters at strategic locations of high recreational values. The plan also indicates the development and plans for development by other agencies.

13.

13. Access to existing projects. Several projects are located in the Lake Pontchartrain area. Access to these projects will be developed as follows:

a. Bayou Lacombe, plate 3. The Bayou Lacombe project includes 8.2 miles of bayou channel from the lake to the fish hatchery and a channel into the lake. The bayou is a beautiful tidewater stream and is heavily used for boating and fishing. The recommended development is located where the bayou enters the lake. This location allows development which will encourage use of both the lower part of the bayou and the lake. This is the only access to the lakeshore between North Shore and Fontainebleau State Park, a distance of about 16 miles. The necessary lands are owned by the Louisiana Wild Life and Fisheries Commission. Facilities will include fill, road, parking, launching ramp, trash barrels, fishing piers, beach, landscaping, and the necessary signs for safe use of the area.

b. Chefuncte River and Bogue Falia, plate 4. The Chefuncte River and Bogue Falia project includes 14 miles of river channel from the lake to Covington, La., and a channel into the lake. The rivers are beautiful tidewater streams. The project is heavily used for fishing in the spring and summer months and for boating and skiing in the summer. Two developments are recommended on this project.

(1) Twin Rivers Landing. The Twin Rivers road ends at the river about one mile downstream from the junction of the Chefuncte and Bogue Falia Rivers and ten miles upstream from the lake. There is available a gravel launching ramp. No parking or other facilities have been developed. Recommended development includes land acquisition, fill, parking area, trash barrels, and the necessary signs for safe use of the area.

(2) Madisonville Landing. The area recommended for development is located on the west bank of Chefuncte River about one-half mile from the lake. Development of this area will encourage the use of the lower end of the river and the large lake area. The nearest public access to this area of the lakeshore is 5 miles east at Madisonville, La. Recommended development includes land acquisition, fill, parking area, launching ramp, trash barrels, landscaping, fishing pier, and the necessary signs for safe use of the area.

c. Lee Landing, plate 5. The Tangipahoa River project consists of removal of overhanging trees, snags, and obstructions for a distance of 53-1/2 miles upstream from Lake Pontchartrain. Only about 10 miles above the lake is navigable by recreational craft. Lee Landing is located about 8 miles from the lake. There is a

one-lane concrete ramp available. There is no parking area or other facilities. The recommended development includes land acquisition, fill, parking area, trash barrels, and the necessary signs for safe use of the area.

d. Manchac Landing, plate 6. The Pass Manchac project consists of removal of snags and logs from the entrance of Lake Pontchartrain to Lake Maurepas, a distance of 7 miles. U. S. Highway 51 crosses Pass Manchac at the west end where it enters Lake Maurepas. The recommended development area is located between the highway and the lake on the south side of the Pass. Recommended development includes land acquisition, fill, access road, parking area, launching ramp, trash barrels, landscaping, and the necessary signs for safe use of the area.

e. Williams Landing, plate 7. This landing is located at the lakeshore end of Williams Boulevard in Kenner, La. A four-lane concrete launching ramp, a road over the levee, and a small parking area were constructed in conjunction with the enlargement of the lakeshore levee and protection of the lakeside slope of the levee. Additional development recommended for this area includes land acquisition, fill, parking area, trash barrels, landscaping, and the necessary signs for safe use of the area.

f. Lake Villa Landing, plate 8. The recommended Lake Villa Landing site is located at the intersection of the lakeshore and drainage pump outfall canal. Development for this area includes land acquisition, fill, access road, launching ramp, trash barrels, landscaping, and the necessary signs for safe use of the area.

g. Bonnabel Landing, plate 8. The recommended Bonnabel Landing site is located at the intersection of the Bonnabel Canal and the lakeshore. Development for this area includes land acquisition, fill, access road, launching ramp, trash barrels, landscaping, and the necessary signs for safe use of the area.

14. Access to future projects. Several features of the recommended hurricane protection project for Lake Pontchartrain, Louisiana, offer potentials for development of access to the Lake Pontchartrain area for recreational purposes. These features are the closure and barrier at the Rigolets, plates 2 and 9, the closure and barrier at Chef Menteur Pass, plate 9, and the St. Charles Parish protection levee along the south lakeshore, plate 7. Recreational access facilities will be included in the design memoranda for the construction of these features.

15.

15. Recreational areas planned by others. The demand for recreational development along the lakeshore is best illustrated by the plans of the Orleans Levee District, a local agency, and New Orleans East, Inc., a private developer.

a. Orleans Levee District. The Orleans Levee District has virtually completed the development of the lakeshore from West End to the New Orleans Airport, plate 8. The plan as shown on plates 8 and 9 illustrates their proposal for the area from the airport to Little Woods. Of the 3,700 acres proposed for reclamation, 1,100 acres will be developed as parks and recreation areas.

b. New Orleans East, Inc. This private land development corporation owns most of the lands along the lakeshore from Little Woods to Chef Menteur Pass. The plan as shown on plate 9 illustrates the developer's proposal for this area. A large percentage of the lakeshore is to be developed for public, commercial, and private recreational purposes.

SECTION V - COST ESTIMATES

16. Costs of lands and facilities. The estimated costs of acquisition of lands and construction of facilities for each access area are shown in table 2.

TABLE 2

COST ESTIMATES

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Cost</u>
<u>BAYOU LACOMBE LANDING</u>			
Lands	(Owned by La. Wild Life and Fisheries Commission)		
Fill	cu.yd.	100,000	\$ 75,000
Road	mile	.8	16,000
Parking area	sq.ft.	100,000	17,000
Launching lane	each	2	10,000
Trash barrel	each	4	100
Landscaping	acre	20	4,000
Fishing pier	feet	200	4,000
Beach	sq.yd.	5,000	2,500
Signs			200
Subtotal			\$ 128,800
Contingencies 20%			25,760
E&D, S&A 14%			21,640
Total facilities			\$ 176,200
TOTAL			\$ 176,200

TABLE 2 (cont'd)

Item	Unit	Quantity	Cost
<u>TWIN RIVERS LANDING</u>			
Lands	acre	2	\$ 4,000
Improvements			0
Severance			0
Subtotal			\$ 4,000
Contingencies 10%			400
Acquisition			700
Total lands			\$ 5,100
Fill	cu.yd.	3,000	3,000
Parking area	sq.ft.	50,000	8,500
Trash barrel	each	2	50
Signs			200
Subtotal			\$ 11,750
Contingencies 20%			2,350
E&D, S&A 14%			2,000
Total facilities			\$ 16,100
TOTAL			\$ 21,200
<u>MADISONVILLE LANDING</u>			
Lands	acre	5	\$ 5,000
Improvements			0
Severance			0
Subtotal			\$ 5,000
Contingencies 10%			500
Acquisition			700
Total lands			\$ 6,200
Fill	cu.yd.	15,000	41,250
Road	mile	.1	2,000
Parking area	sq.ft.	50,000	8,500
Launching lane	each	2	10,000
Trash barrel	each	2	50
Landscaping	acre	2	400
Fishing pier	feet	200	4,000
Signs			200
Subtotal			\$ 66,400
Contingencies 20%			13,300
E&D, S&A 14%			11,200
Total facilities			\$ 90,900
TOTAL			\$ 97,100
TOTAL CHEFUNCTE RIVER			\$118,300

16.

TABLE 2 (cont'd)

<u>Item</u>	<u>Unit</u>	<u>Quantity</u>	<u>Cost</u>
<u>LEE LANDING</u>			
Lands	acre	2	\$ 3,000
Improvements			2,500
Severance			0
Subtotal			<u>\$ 5,500</u>
Contingencies			500
Acquisition			<u>700</u>
Total lands			\$ 6,700
Fill	cu.yd.	3,000	3,000
Parking area	sq.ft.	50,000	8,500
Trash barrel	each	2	50
Signs			<u>200</u>
Subtotal			<u>\$ 11,750</u>
Contingencies			2,350
E&D, S&A			<u>2,000</u>
Total facilities			\$ 16,100
TOTAL			\$ 22,800
<u>MANCHAC LANDING</u>			
Lands	acre	5	\$ 15,000
Improvements			0
Severance			0
Subtotal			<u>\$ 15,000</u>
Contingencies			1,500
Acquisition			<u>700</u>
Total lands			\$ 17,200
Fill	cu.yd.	15,000	30,000
Road	mile	.1	2,000
Parking area	sq.ft.	100,000	17,000
Launching lane	each	2	10,000
Trash barrel	each	4	100
Landscaping	acre	2	400
Signs			<u>200</u>
Subtotal			<u>\$ 59,700</u>
Contingencies			11,900
E&D, S&A			<u>10,000</u>
Total facilities			\$ 81,600
TOTAL			\$ 98,800

TABLE 2 (cont'd)

Item	Unit	Quantity	Cost
<u>WILLIAMS LANDING</u>			
Lands	acre	5	\$ 48,750
Improvements			0
Severance			0
Subtotal			\$ 48,750
Contingencies			5,000
Acquisition			700
Total lands			\$ 54,450
Fill	cu.yd.	5,000	10,000
Parking area	sq.ft.	100,000	17,000
Trash barrel	each	4	100
Landscaping	acre	1	200
Signs			200
Subtotal			\$ 27,500
Contingencies			5,500
E&D, S&A			4,600
Total facilities			\$ 37,600
TOTAL			\$ 92,050
<u>LAKE VILLA LANDING</u>			
Lands	acre	5	\$ 37,500
Improvements			0
Severance			0
Subtotal			\$ 37,500
Contingencies			3,800
Acquisition			700
Total lands			\$ 42,000
Fill	cu.yd.	15,000	33,750
Road	mile	.1	2,000
Parking area	sq.ft.	100,000	17,000
Launching lane	each	4	18,000
Trash barrel	each	4	100
Landscaping	acre	2	400
Signs			200
Subtotal			\$ 71,450
Contingencies			14,250
E&D, S&A			12,000
Total facilities			\$ 97,700
TOTAL			\$139,700

16.

TABLE 2 (cont'd)

Item	Unit	Quantity	Cost
<u>BONNABEL LANDING</u>			
Lands	acre	5	\$ 37,500
Improvements			0
Severance			0
Subtotal			\$ 37,500
Contingencies			3,800
Acquisition			700
Total lands			\$ 42,000
Fill	cu.yd.	15,000	37,500
Road	mile	.5	10,000
Parking area	sq.ft.	100,000	17,000
Launching lane	each	4	18,000
Trash barrel	each	4	100
Landscaping	acre	2	400
Signs			200
Subtotal			\$ 83,200
Contingencies			16,600
E&D, S&A			14,000
Total facilities			\$113,800
TOTAL			\$155,800

## SECTION VI - ECONOMICS

17. Bayou Lacombe. The present use of Bayou Lacombe is about 30,000 recreation-days per year. The development of the proposed facilities will triple the use. The benefits of 60,000 recreation-days x 50¢ is \$30,000 annually. Annual operation and maintenance will be \$5,900. Annual charge for \$176,200 construction cost based on 25 years is \$10,260. Benefits of \$30,000 + annual charge, operation and maintenance of \$16,160 = 1.85 to 1 benefit-cost ratio.

18. Chefuncte River. The present use of Chefuncte River and Bogue Falia is 125,000 recreation-days annually. The development of the proposed facilities will increase the use by about 25 percent or 30,000 recreation-days annually. The benefits of 30,000 x 50¢ is \$15,000 annually. Annual operation and maintenance will be \$3,000. Annual charge for \$118,300 construction cost based on 25 years is \$6,890. Benefits of \$15,000 + annual charge, operation and maintenance of \$9,890 = 1.51 to 1 benefit-cost ratio.



19. Lee Landing. The present use of Tangipahoa River is 70,000 recreation-days annually. Construction of adequate parking at the existing public launching ramp will increase the use by about 10 percent. The benefits of 7,000 x 50¢ is \$3,500 annually. Annual operation and maintenance will be \$450. Annual charge for \$22,800 construction cost based on 25 years is \$1,330. Benefits of \$3,500 + annual charge plus operation and maintenance of \$1,780 = 1.96 to 1 benefit-cost ratio.

20. Pass Manchac. The present use of Pass Manchac is about 70,000 recreation-days annually. Construction of the proposed facilities will increase this use by about 25 percent. The benefits of 17,500 x 50¢ is \$8,750 annually. Annual operation and maintenance will be \$2,400. Annual charge for \$98,000 construction cost based on 25 years is \$5,760. Benefits of \$8,750 + annual charge, operation and maintenance of \$8,160 = 1.07 to 1 benefit-cost ratio.

21. Williams Landing. The anticipated use of Williams Landing is about 25,000 recreation-days annually. This use will be for boating, skiing, and fishing. The benefits of 25,000 x 50¢ is \$12,500 annually. Annual operation and maintenance will be \$3,500. Annual charge for \$92,050 construction cost based on 25 years is \$5,360. Benefits of \$12,500 + annual charge plus operation and maintenance of \$8,860 = 1.41 to 1 benefit-cost ratio.

22. Lake Villa Landing. The anticipated use of Lake Villa Landing is about 25,000 recreation-days annually. This use will be for boating, skiing, and fishing. The benefits of 25,000 x 50¢ is \$12,500 annually. Annual operation and maintenance will be \$3,800. Annual charge for \$139,700 construction cost based on 25 years is \$8,135. Benefits of \$12,500 + annual charges plus operation and maintenance of \$11,935 = 1.04 to 1 benefit-cost ratio.

23. Bonnabel Landing. The anticipated use of Bonnabel Landing is about 30,000 recreation-days annually. This use will be for boating, skiing, and fishing. The benefits of 30,000 x 50¢ is \$15,000 annually. Annual operation and maintenance will be \$4,500. Annual charge for \$155,800 construction cost based on 25 years is \$9,072. Benefits of \$15,000 + annual charge plus operation and maintenance of \$13,572 = 1.10 to 1 benefit-cost ratio.

24.

SECTION VII - CONCURRENCE BY REAL ESTATE DIVISION

24. The Preliminary Master Plan for Lake Pontchartrain, Louisiana, has been coordinated with and has the concurrence of the Real Estate Division.

  
W. H. KEEN  
Chief, Real Estate Division

APPENDIX

COMMENTS OF STATE AGENCIES



LEON GARY  
DIRECTOR

STATE OF LOUISIANA  
DEPARTMENT OF PUBLIC WORKS  
BATON ROUGE  
June 22, 1966

Colonel Thomas J. Bowen  
District Engineer  
U. S. Army Engineer District, New Orleans  
P. O. Box 60267  
New Orleans, Louisiana 70160

Dear Colonel Bowen:

Reference is made to your letter of June 7, 1966, regarding the proposed plan for recreation access to the U. S. Army Corps of Engineers' projects in the Lake Pontchartrain area.

The Department of Public Works concurs in the preliminary plan and will do all possible to obtain local sponsors for the proposed project.

Attached, for your information, is a critique prepared by the Louisiana Bureau of Outdoor Recreation regarding the proposed project.

Sincerely yours,

CALVIN T. WATTS  
Assistant Director

/oh



STATE OF LOUISIANA  
BUREAU OF OUTDOOR RECREATION

OLD STATE CAPITOL BLDG.

BATON ROUGE, LOUISIANA

P. O. DRAWER 11117

14 October 1965

RECEIVED

OCT 16 1965

DEPARTMENT OF PUBLIC WORKS  
BATON ROUGE, LA.

Mr. Calvin Watts  
Assistant Director  
Department of Public Works  
Baton Rouge, Louisiana

Dear Mr. Watts:

Enclosed you will find the Louisiana Bureau of Outdoor Recreation critique concerning plans for the United States Army Corps of Engineers Recreation projects proposed in the Lake Pontchartrain area as requested.

Yours very truly,

Lamar Gibson  
Director-Liaison Officer

Mrs. Joe Wood  
Interagency Coordinator

JW/jas  
Enclosure

LAMAR GIBSON  
DIRECTOR-LIAISON OFFICER

CLYDE FUNDERBURK  
EXECUTIVE ASSISTANT

MRS. JOE WOOD  
INTER-AGENCY COORDINATOR

LOUISIANA BOR CRITIQUE CONCERNING PLANS FOR  
U.S. ARMY CORPS OF ENGINEERS RECREATION PROJECTS  
PROPOSED IN THE LAKE PONTCHARTRAIN AREA

AS OUTLINED IN THE LOUISIANA STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN, THERE EXISTS IN REGION ONE, WHICH INCLUDES THE PONTCHARTRAIN AREA, AN ADDITIONAL NEED OF 60,000 ACRES OF WATER FOR SKIING AND BOATING AND 41,000 ACRES FOR FISHING. THIS REGION, LIKE OTHERS, DOES NOT SUFFER SO MUCH FROM LACK OF AVAILABLE WATER, BUT RATHER FROM PUBLIC ACCESS TO IT. THE ADDITION OF BOAT RAMPS AND PUBLIC ACCESS FACILITIES COULD BE ONE SOLUTION TO THE PRESENT PROBLEM. IT IS FELT THAT A DISCRIMINANT PLACEMENT OF THESE FACILITIES IS OF UTMOST IMPORTANCE AND A PRIORITY FOR DEVELOPMENT COULD BE ESTABLISHED WHEREBY THE NEEDS OF CERTAIN DEFICIENT AREAS WOULD BE MET BEFORE THOSE OF AN AREA WHICH HAS AN EXISTING ACCESS FACILITY.

IT IS FELT THAT SOME OF THESE PROPOSED AREAS COULD BE EXPANDED TO INCLUDE BASIC PICNIC AND SANITARY FACILITIES, FOR LIKE THE WATER RELATED ACTIVITIES, THERE EXISTS IN THIS REGION A NEED FOR THESE FACILITIES ALSO.

PROPOSED FACILITY AND ACTIVITY CRITIQUE BY AREA:

1. RIGOLETS CLOSURE AND BARRIER AREA - THE RESUME DOES NOT MAKE CLEAR WHAT FACILITIES WOULD BE INCLUDED IN THIS FUTURE PROJECT, BUT DUE TO ITS CLOSE PROXIMITY TO FORT PIKE STATE PARK, IT IS SUGGESTED THAT THE DEVELOPMENT BE KEPT BASIC AND FREE OF REQUIRED DAILY SUPERVISION. THIS WOULD AVOID A DUPLICATION OF FACILITIES, AND PERHAPS A DOUBLING OF FACILITIES AT ONE OF THE SITES TO MEET THE LOCAL DEMAND WOULD BE A BETTER SOLUTION.
2. BAYOU LACOMBE LANDING - ALTHOUGH THERE EXISTS A PUBLIC BOAT RAMP SOME MILES UPSTREAM AT LACOMBE, THIS PROPOSED FACILITY WOULD PRESENT A MUCH BETTER ACCESS TO PONTCHARTRAIN AND ON THIS BASIS MERITS CONSIDERATION.

3. MADISONVILLE LANDING - PERHAPS THE ELEMENT OF PRIORITY WOULD EXIST HERE SINCE THERE ARE TWO EXISTING LANDINGS ON THE TCHEFUNCTE RIVER, ONE AT MADISONVILLE APPROXIMATELY TWO MILES FROM THE PROPOSED PROJECT AND ANOTHER SEVERAL MILES ABOVE MADISONVILLE.
4. TWIN RIVERS LANDING - HERE THE SAME QUESTION WOULD ARISE AS ON THE MADISONVILLE SITE.
5. LEE LANDING - SEEMS LIKE A GOOD SOLUTION TO THE PROBLEM OF INADEQUATE EXISTING FACILITIES, BUT WOULD ENCOURAGE IDEA OF INCORPORATING PICNIC AND SANITATION FACILITIES IN EXPANSION PROGRAM.
6. MANCHAC LANDING - WOULD PROVIDE ADDITIONAL DESIRABLE ACCESS TO LAKE MAUREPAS.
7. WILLIAMS LANDING - QUESTION ALLOWABLE PARKING AREA. INDICATE 100,000 SQUARE FEET AT MANCHAC FOR TWO LANE RAMP AND SAME SQUARE FOOTAGE AT WILLIAMS FOR FOUR LANE RAMP. SHOULD ONE NOT BE MORE OR LESS THAN OTHER?
8. LAKE VILLA - GOOD USE OF SLIP TO GAIN ACCESS TO PONTCHARTRAIN. QUESTION OF PRIORITY MAY EXIST.
9. BONNABEL LANDING - SAME AS LEE.
10. CHEF MENTEUR CLOSURE AND BARRIER - LIKE RIGOLETS, NO INDICATION OF FACILITY TYPE MADE, BUT WOULD QUESTION DEVELOPMENT FEASIBILITY WITH REGARD TO PROPOSED RECREATION DEVELOPMENTS ADJACENT TO SITE AND PROXIMITY TO FORT McCOMB.