

**Alexandria Site Visit**  
**Robert Reed**  
**March 28, 2006**

Following are some observations I made on my site visit to Alexandria.

The slope of Horseshoe Bayou does appear to be steeper just upstream of Alden Court, and I did not see any inline structures.



Horseshoe at Alden Court looking upstream



Horseshoe looking downstream at Alden Court

I made a site visit to the Durawood plant, which is now Tangent Rail where they cut and treat rail timbers. I arrived unannounced and Mr. Ardoin was gracious enough to show me around. He introduced me to Mr. Jeff Crawford who says he has plans from the City showing planned improvements to Hynson Bayou through their property, but did not feel comfortable giving me a copy without the Cities permission. At the time of the survey by MMLH, the structures in Hynson Bayou in order starting upstream was a double 9' x 9' RCBC (reinforced concrete box culverts), then a walkway bridge, then a 78" steel pipe, and finally a 66" x 102" steel pipe arch at the downstream end. The double RCBC was placed within the last 5 years, and was the first part of the Cities channel improvements. Since the survey, they have removed the walkway bridge, and connected the double 9' x 9' RCBC to the 78" steel pipe with new box culverts. The size or exact alignment of these box culverts is unknown at this time. The 78" steel pipe is under railroad tracks and its replacement is in the next phase of improvements. The timeframe for the future improvements is unknown.



Survey photo of 2 – 9' x 9' RCBC outlet



Survey photo of Walkway Bridge from 2 – 9' x 9' RCBC



03-28-2006 photo from 2 – 9' x 9' RCBC looking downstream



Survey photo from 72" steel pipe of Walkway Bridge with 2 - 9' x 9' RCBC outlet in background

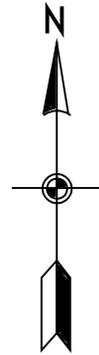


03-28-2006 photo from 72" steel pipe looking upstream

**DOUBLE  
9' X 9' RCBC**

**DURAWOOD PLANT (NOW TANGENT RAIL )  
SINCE SURVEYS:  
WALKWAY BRIDGE REMOVED AND  
2 - 9' X 9' RCBC CONNECTED TO 78"  
STEEL WITH BOX CULVERTS.  
UNSURE OF SIZE OR ALIGNMENT.**

**WALKWAY  
BRIDGE**

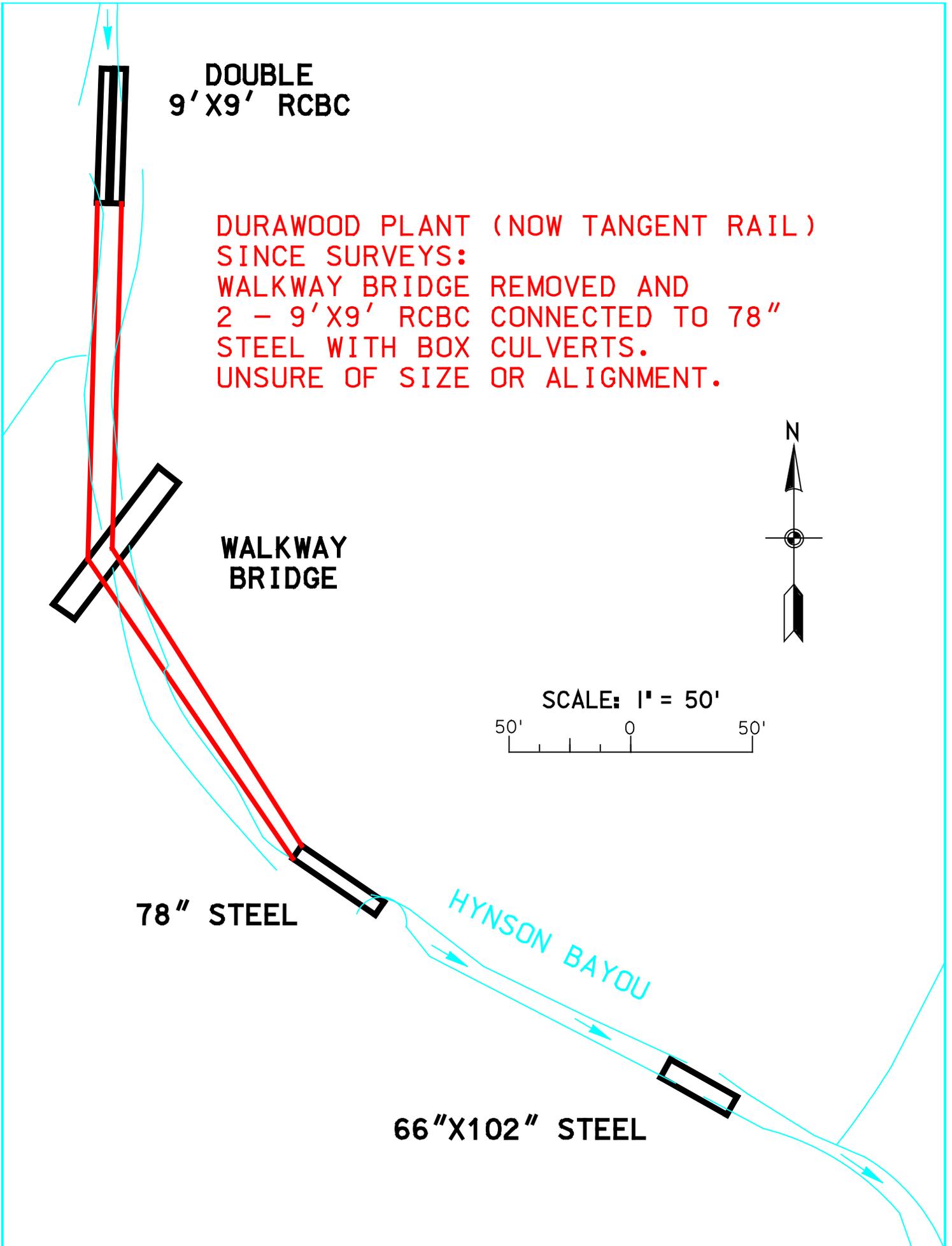


**SCALE: 1" = 50'**  
50' 0 50'

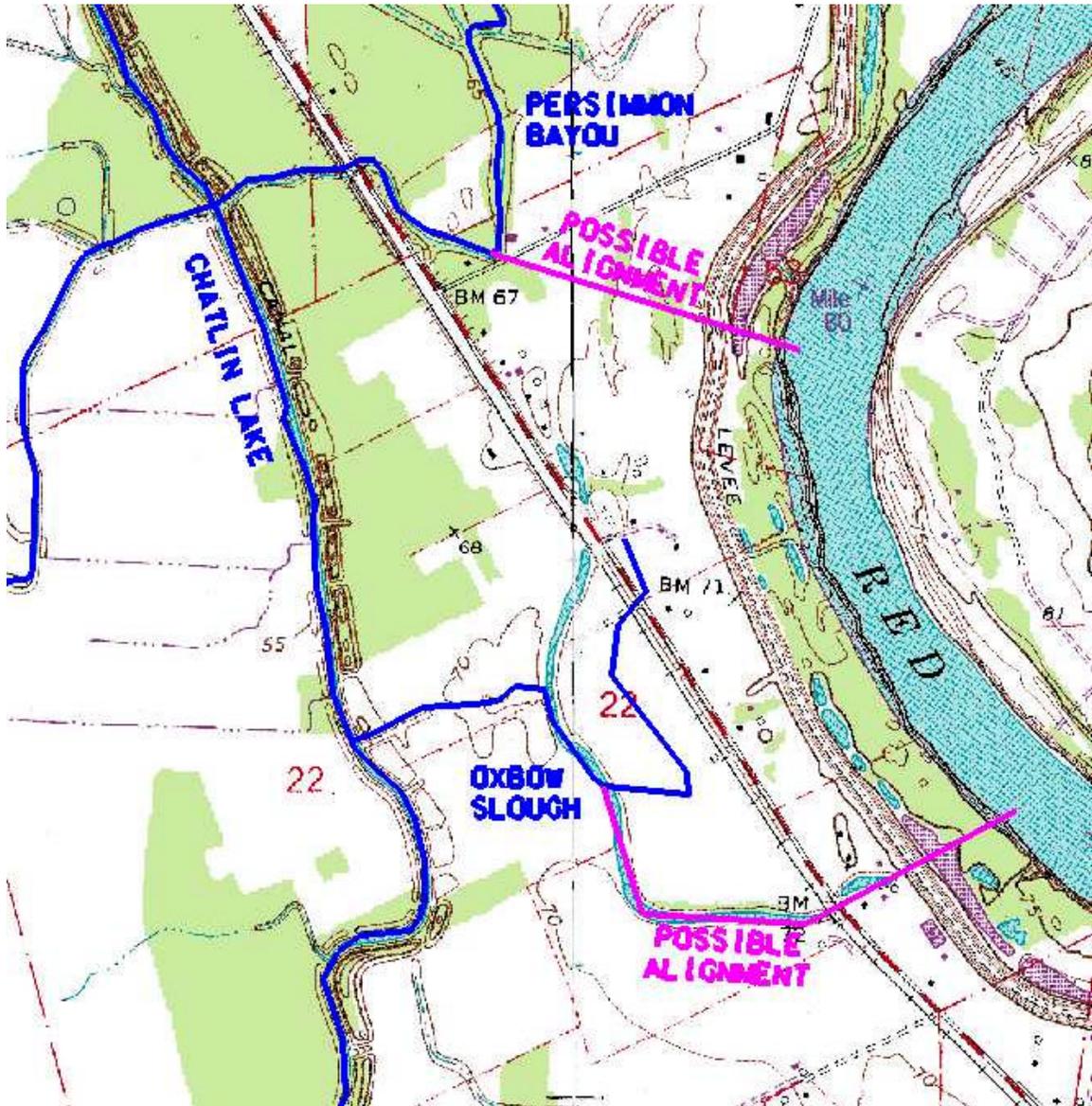
**78" STEEL**

**HYNSON BAYOU**

**66" X 102" STEEL**



I also made a visit to the area in the vicinity of the Short Diversion (pumping) where the Red River appears closest to Chatlin Lake. At each end of the “oxbow slough” I found small pipes under the railroad and a submerged pipe at the northern end under Hwy 1, but was unable to find a pipe under Hwy 1 at the southern end. It was most likely submerged also. I was unable to investigate the slough on the western side of the railroad due to fencing and wet conditions. Another possible alignment option for the Short Diversion (pumping) is along Persimmon Bayou. There is a large existing railroad bridge over Persimmon Bayou and double 8' x 8' under Hwy 1.



QUAD in vicinity of Short Diversion



Pipe under railroad at southern end of “oxbow slough” and possible alignment



Pipe under railroad at northern end of “oxbow slough”



Railroad bridge over Persimmon Bayou



Double 8' x 8' RCBC inlet under Hwy 1 at Persimmon Bayou