RETAIL READY SITE REPORT

1288 S BERNARD ROAD, BROUSSARD, LA

For more information about this site report, contact LEDA at RetailReady@Lafayette.org

Powered by:
LEDA
LAFAYETTE ECONOMIC DEVELOPMENT AUTHORITY

1288 S BERNARD ROAD, BROUSSARD, LA

Site Boundary

Site Specifications:

Size: 0.9 Acres

Site Contact:

Hank Babin
(985) 872 - 4597
hank@loganbabin.com

Electricity
Water
Sewer
Gas Service
Internet/Fiber

Utility Providers:

- **Electricity:** SLEMCO
  - Brennan Breaux
    - (337) 886-3334
- **Water/Sewer:** City of Broussard
  - (337) 837-6681 ext.8
- **Gas Service:** Delta Utilities
  - Alaina Hebert
    - (337) 373-1505
- **Internet/Fiber:** AT&T
  - Levar Greenhouse
    - (225) 382-0045
      Conterra Networks
  - Cody Foster
    - (318) 423-9737

1288 S BERNARD RD, BROUSSARD, LA

Ambassador Caffery Zoning

Flood Zone X: Area of minimal flood hazard

1288 S BERNARD RD, BROUSSARD, LA

PERMIT PROCESS

Permits to be submitted to Sarah Hebert at Broussard City Hall
DevelopingBroussard@broussardla.com | 337-837-6681 ext. 5 | 310 E. Main Street, Broussard

Permit Timeline

- Check zoning of property
- Flood Zone

Food Establishment

- Submit plans to the Louisiana State Fire Marshal for Life and Safety Review
- Submit plans to the City of Broussard for Building Code Review (fees apply)
- Submit Drainage Impact Analysis

Non-Food Establishment

- Submit plans to the Louisiana State Fire Marshal for Life and Safety Review
- Submit Plans to the City of Broussard (fees apply)
- Submit Drainage Impact Analysis

Once all reviews have been completed and approved, the licensed contractor may then come to City Hall to purchase the building permit, followed by the subcontractors.

DevelopingBroussard@broussardla.com

City of Broussard Permitting/Licensing Administrator
Sara Hebert
337-837-6681 ext. 5

For more information, contact City of Broussard Chief Administrative Officer
Graham Beduze
337-837-6681 ext. 9

City of Broussard City Manager/Public Works Director
Mel Bertrand
337-319-6237

Floodplain Administrator
Ben Theriot
337-298-1295

Broussard Fire Department
Chief Bryan Champagne
337-319-8322

With an estimated population of more than 15,000, Broussard, La., is located approximately 6 miles southeast of the city of Lafayette in both Lafayette and St. Martin Parishes. Broussard is home to a world-class workforce, an integrated transportation network, a diversified business base, and a hometown appeal.

Graham Beduze, Chief Economic Development Officer | 337-296-7962 | gbeduze@broussardla.com

65.5%
Retail Growth

In the past decade (2015-2025), retail sales have grown more than $337 million, creating a 65.5% increase. A 57% population growth over the same time period supports the strength of Broussard's developing retail market.

61,240
Vehicles Daily

Broussard's proximity to the intersection of Interstates 10 and 49, as well as Hwy. 90, is a strategic advantage in transportation and accessibility. With direct rail access, Broussard can be reached easily via Lafayette Regional Airport and the Intercoastal Waterway.

Zero
Property Tax

With no state or city property taxes, building in Broussard certainly has its advantages. We are business friendly, and our electric, water, and wastewater services are among the lowest priced in the state.

$37 Million
Public Sports Complex

The state-of-the-art facility, Broussard Sports Complex at St. Julien Park, is built on 122 acres of land and offers youth recreational sports programs and a beautiful community park for everyone. Capable of enticing large sports and entertainment events, this premium facility will provide a tremendous economic impact in the local community and surrounding businesses.

America’s Energy Corridor

> *This completion of this project marks a crucial step in the plans to transform US 90 into the I-49 South corridor, and it's only a small piece of a much larger vision.*
>
> ***La. Governor John Bel Edwards***

Big Business. Small Town Charm.

Investing in Infrastructure, Encouraging Economic Growth

The City of Broussard—proudly known as “America’s Energy Corridor”, continues to benefit from transformative transportation investments that are strengthening retail access and visibility along its primary commercial spine. The State of Louisiana’s widening of US Hwy 90 from four to six lanes between Albertson Parkway and north of Ambassador Caffery Parkway significantly improved traffic flow and capacity as part of the future I-49 South corridor. Additional funding has advanced the planned interchange at Ambassador Caffery and US 90, with overpass and service road improvements enhancing connectivity to major retail, dining, and service destinations along the route.

These investments are key components of the Geaux South program, a multi-billion-dollar initiative converting US 90 into I-49 South and linking Lafayette to New Orleans. As these projects progress, Broussard is positioned for sustained retail growth, with improved regional access, higher traffic counts, and seamless connectivity between commercial nodes across the corridor.

Demographics

Workforce

Labor Force (Population 16+):	Top Industries:	White Collar Workers:
7,323	Services Manufacturing	66.9%

Household Data

# of Households:	Median Household Income:	Households > $100K Income:
5,305	$81,647	42.2%

Real Estate

2024 # of New Residential Permits:	Average Cost To Build New Residential Home:
206	**$267,101**

Retail Sales

2025 Taxable Retail Sales:	**$853,201,504**

Placer.ai

Placer Report

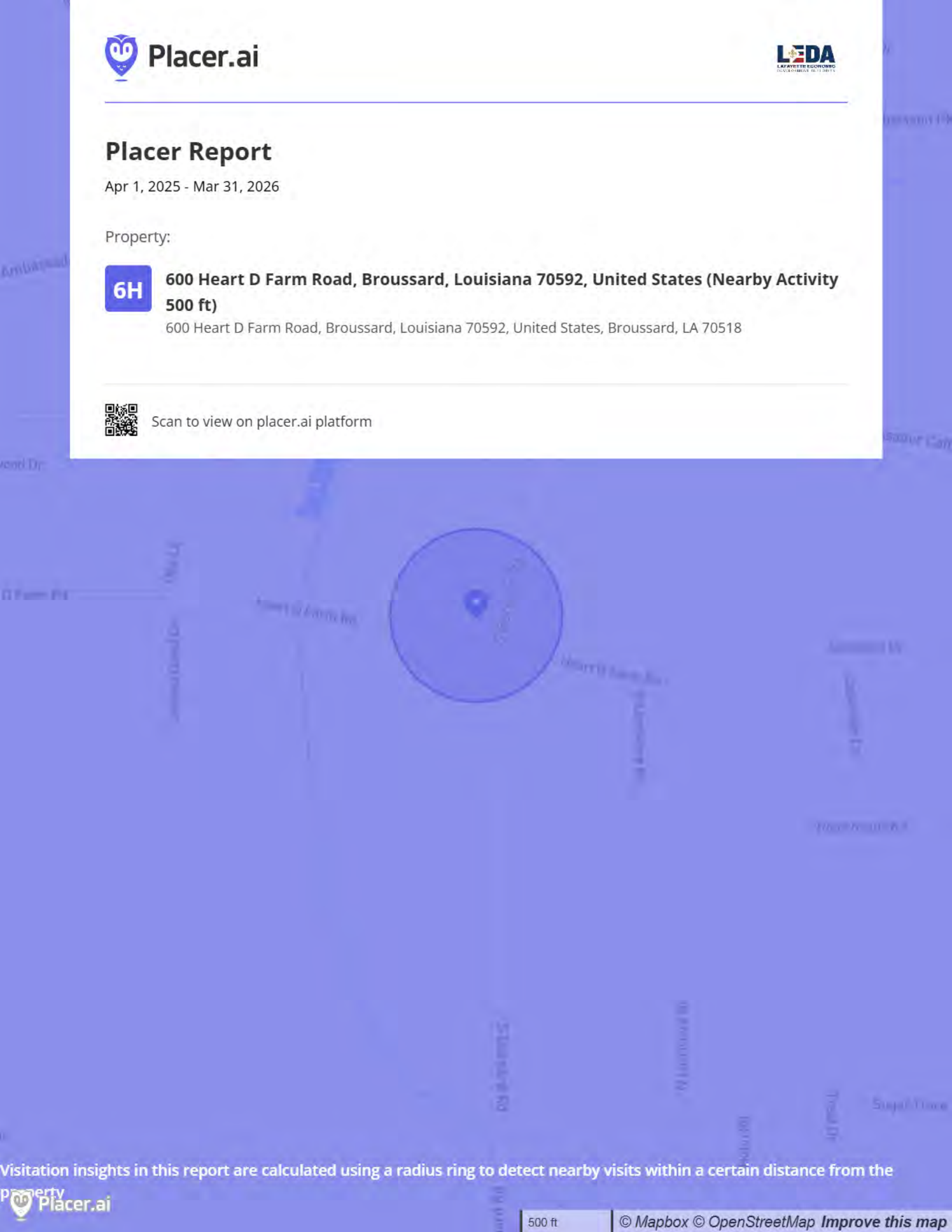
Apr 1, 2025 - Mar 31, 2026

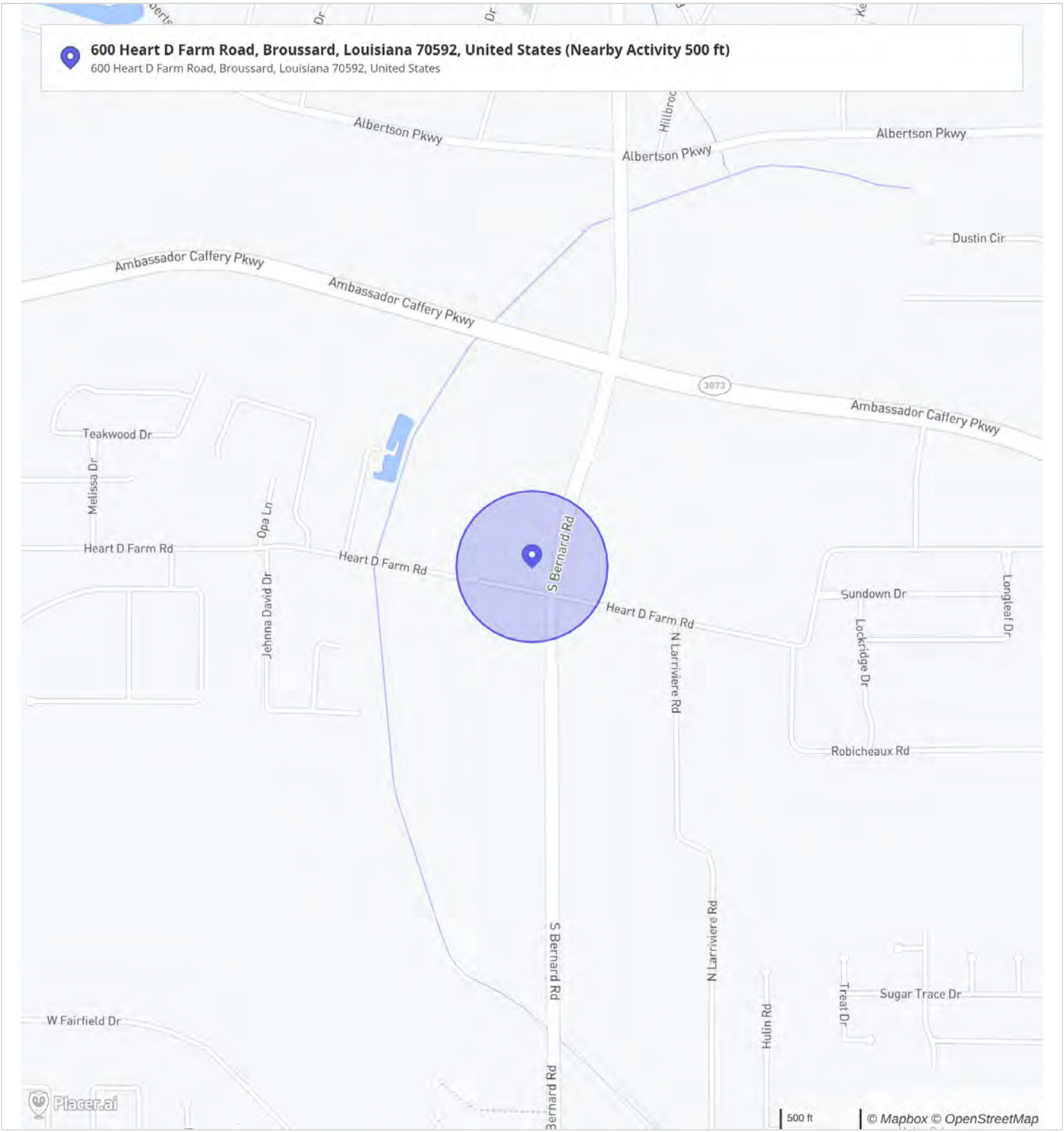
Property:

6H **600 Heart D Farm Road, Broussard, Louisiana 70592, United States (Nearby Activity 500 ft)**

600 Heart D Farm Road, Broussard, Louisiana 70592, United States, Broussard, LA 70518

Scan to view on placer.ai platform




600 Heart D Farm Road, Broussard, Louisiana 70592, United States (Nearby Activity 500 ft)
600 Heart D Farm Road, Broussard, Louisiana 70592, United States
Albertson Pkwy
Albertson Pkwy
Albertson Pkwy
Dustin Cir
Ambassador Caffery Pkwy
Ambassador Caffery Pkwy
3073
Ambassador Caffery Pkwy
Teakwood Dr
Melissa Dr
Opa Ln
Heart D Farm Rd
Heart D Farm Rd
Jehnna David Dr
S Bernard Rd
Heart D Farm Rd
Sundown Dr
Longleaf Dr
Lockridge Dr
N Larriviere Rd
Robicheaux Rd
S Bernard Rd
N Larriviere Rd
Sugar Trace Dr
Treat Dr
Hulin Rd
W Fairfield Dr
Placer.ai
500 ft
© Mapbox © OpenStreetMap

Metrics

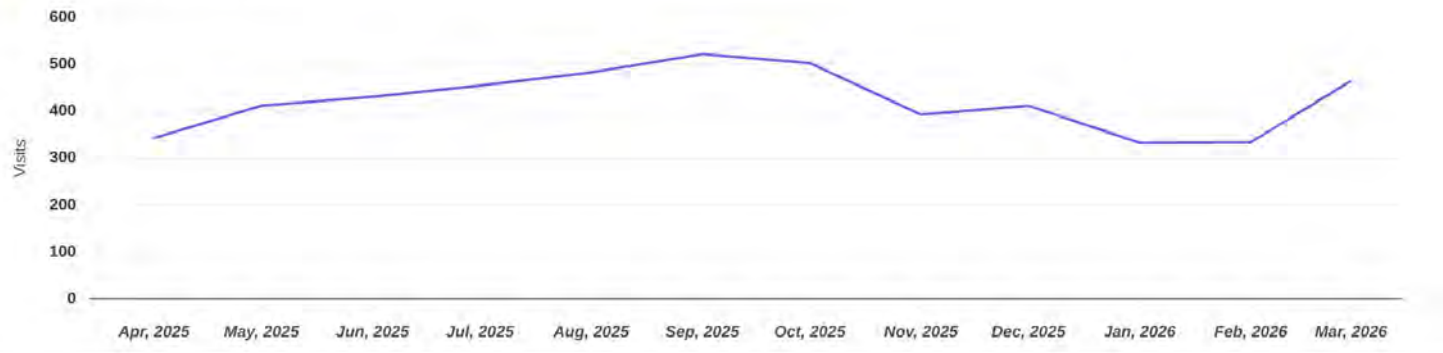
600 Heart D Farm Road, B...
Heart D Farm Road, Broussard, ...

Visits	5.1K	Panel Visits	728
Visitors	1.4K	Visits YoY	+14.9%
Visit Frequency	3.64	Visits Yo2Y	+21.9%
Avg. Dwell Time	36 Min	Visits Yo3Y	+41.9%

Apr 1st, 2025 - Mar 31st, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Visits Trend

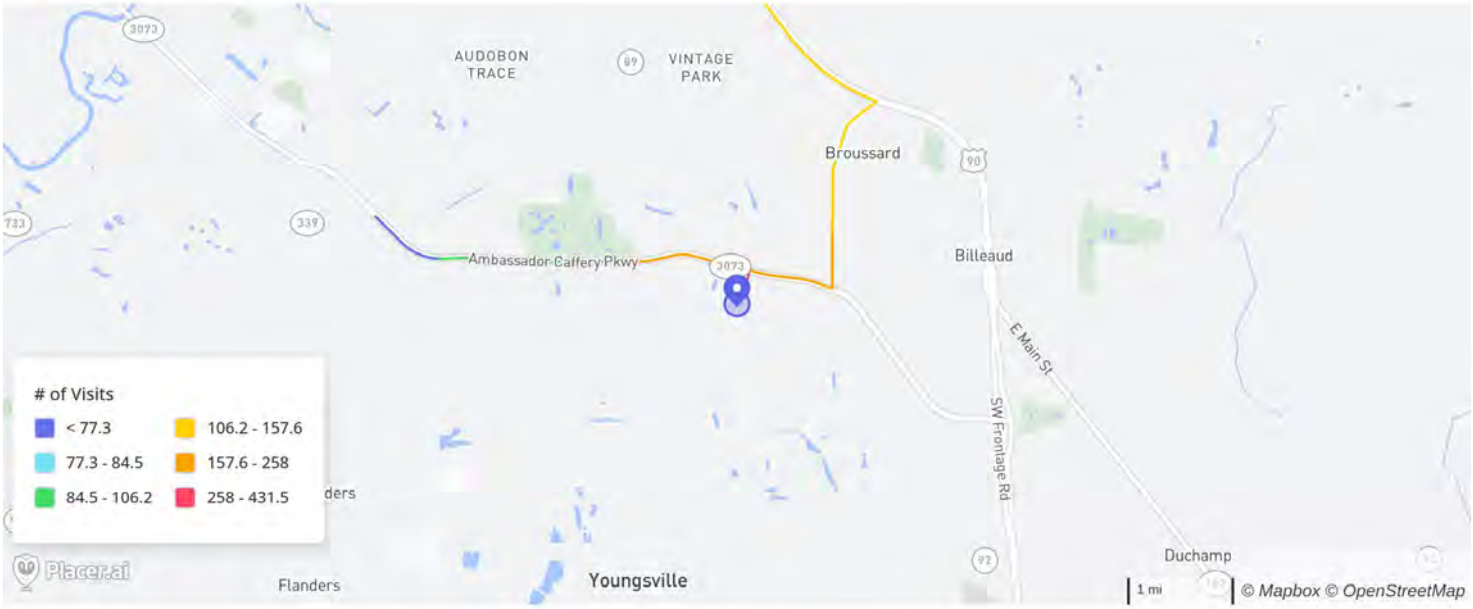
600 Heart D Farm Road, Broussa...
Heart D Farm Road, Broussard, LA



Monthly | Visits | Apr 1st, 2025 - Mar 31st, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Visitor Journey - Routes

600 Heart D Farm Road, ...
Heart D Farm Road, Broussard, ...



To protect individual privacy, the beginning points shown for each route are approximations and do not represent actual home locations.

Journey Direction: To Property | Apr 1st, 2025 - Mar 31st, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Prior / Post Compare

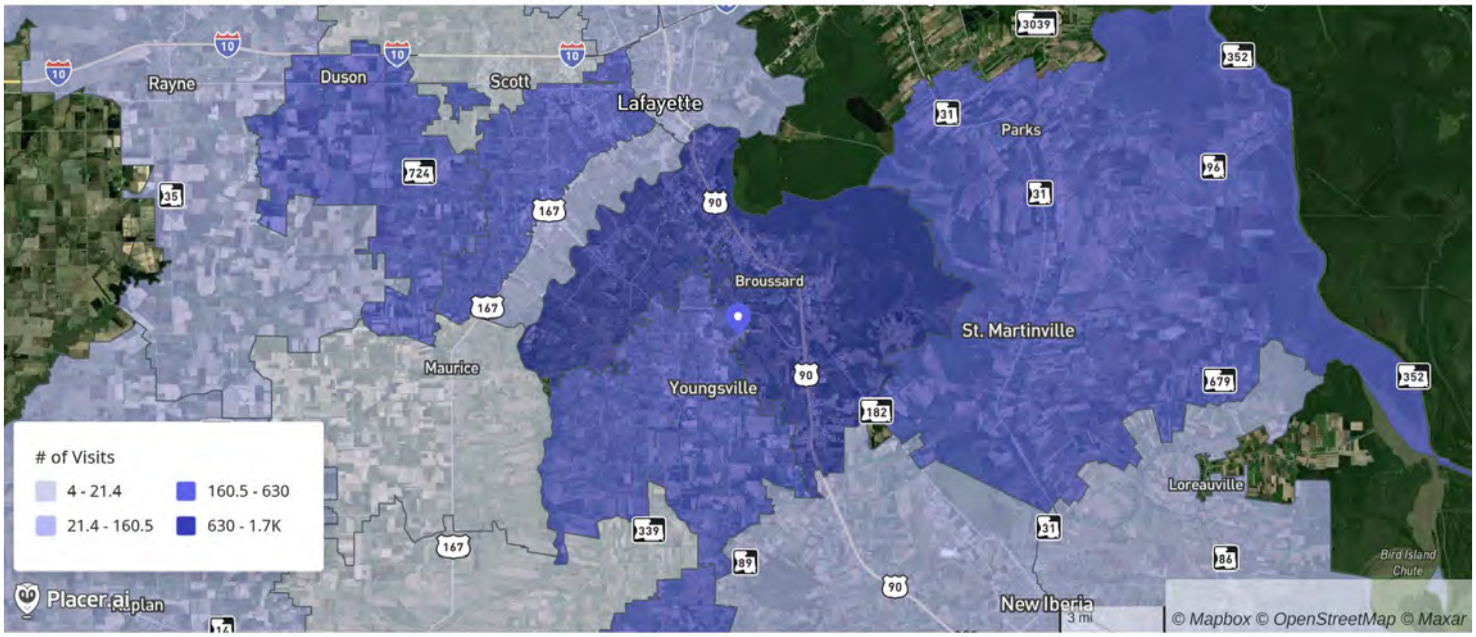
600 Heart D Farm Road, B...
Heart D Farm Road, Broussard, LA

600 Heart D Farm Road, Broussard, Louisiana 70592, United States (Nearby Activity 500 ft) / Heart D Farm Road, Broussard, LA

Prior				Post		
Rank	Property	Foot-Traffic	Rank	Property	Foot-Traffic
1	**Stine** Ambassador Caffery Pkwy, Broussard,...	2.7%	1	**Shell** Ambassador Caffery Pkwy, Broussard,...	2.5%
2	**Shell** Ambassador Caffery Pkwy, Broussard,...	1.3%	2	**Stine** Ambassador Caffery Pkwy, Broussard,...	1.7%
3	**United Way of Acadiana** E Pinhook Rd, Lafayette, LA	1%	3	**Riche's Y-Not Stop** Ambassador Caffery Pkwy, Broussard,...	1%
4	**Super 1 Foods & Pharmacy** Bonin Rd, Youngsville, LA	0.9%	4	**Walmart** W Pinhook Rd, Lafayette, LA	1%
5	**CC's Coffee House** Ambassador Caffery Pkwy, Broussard,...	0.8%	5	**Exxon** Chemin Metairie Pkwy, Youngsville, LA	0.8%
6	**Riche's Y-Not Stop** Ambassador Caffery Pkwy, Broussard,...	0.7%	6	**Creole Soiree, LLC** Albertson Pkwy, Broussard, LA	0.7%
7	**RaceTrac** Ambassador Caffery Pkwy, Lafayette, LA	0.7%	7	**Chick-fil-A** Meadow Farm Dr, Lafayette, LA	0.7%
8	**Texaco** Albertson's Pkwy, Broussard, LA	0.7%	8	**Youngsville Sports Complex** Savoy Rd, Youngsville, LA	0.7%
9	**SONIC Drive In** E Milton Ave, Youngsville, LA	0.7%	9	**Walmart** St Nazaire Rd, Broussard, LA	0.6%
10	**Walmart** St Nazaire Rd, Broussard, LA	0.7%	10	**WhiteWater Express Car Wash** Ambassador Caffery Pkwy, Broussard,...	0.6%

Apr 1st, 2025 - Mar 31st, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Visitors By Origin



Zip Code	Visits (% of Total)
70508 Lafayette, LA	1.7K (34.3%)
70518 Broussard, LA	693 (13.6%)
70592 Youngsville, LA	612 (12%)
70529 Duson, LA	349 (6.9%)
70533 Erath, LA	294 (5.8%)
70506 Lafayette, LA	253 (5%)
70582 Saint Martinville, LA	206 (4%)

Zip Code	Visits (% of Total)
70560 New Iberia, LA	101 (2%)
70501 Lafayette, LA	82 (1.6%)
70548 Kaplan, LA	74 (1.5%)

Apr 1st, 2025 - Mar 31st, 2026
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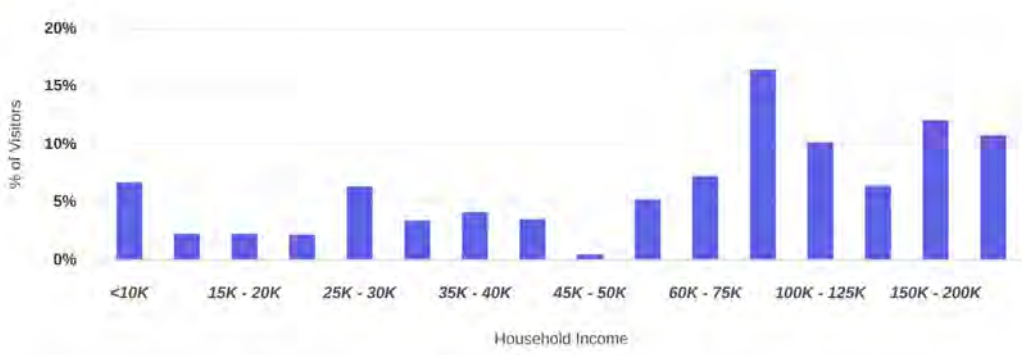
Household Income

600 Heart D Farm Road, Broussa...
Heart D Farm Road, Broussard, LA



Average Income	113K
Median Income	84K

*Demographics are based on a True Trade Area capturing 70% of visits | Data source: Census 2024

Apr 1st, 2025 - Mar 31st, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Ethnicity

600 Heart D Farm Road, Broussa...
Heart D Farm Road, Broussard, LA

*Demographics are based on a True Trade Area capturing 70% of visits | Data source: Census 2024

Apr 1st, 2025 - Mar 31st, 2026
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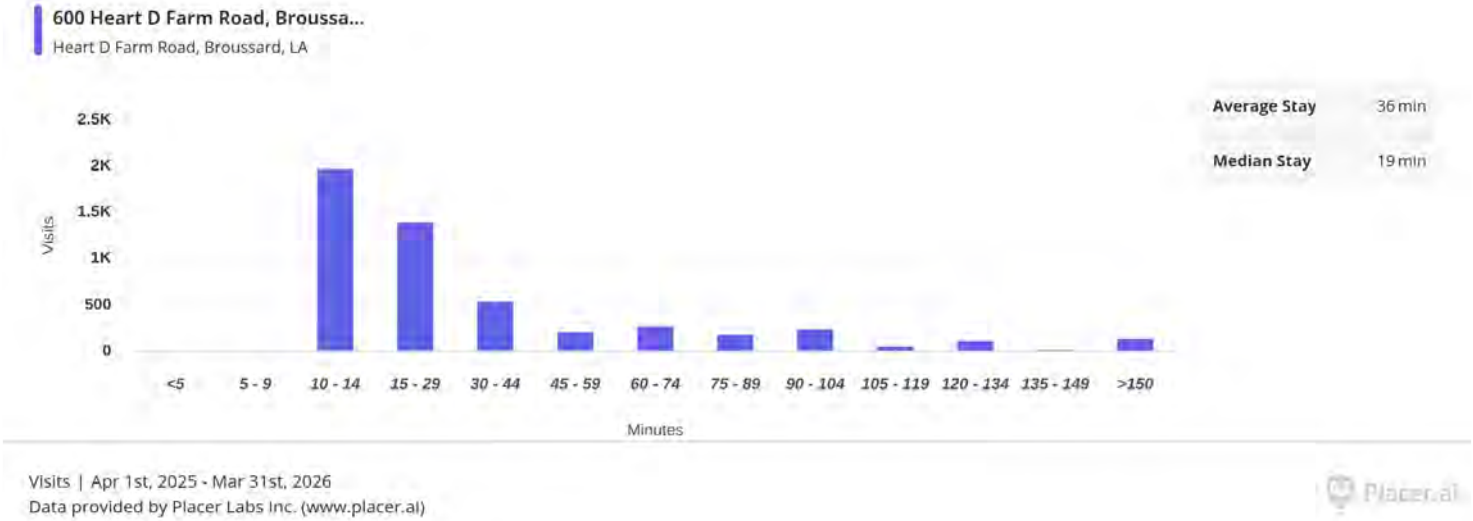
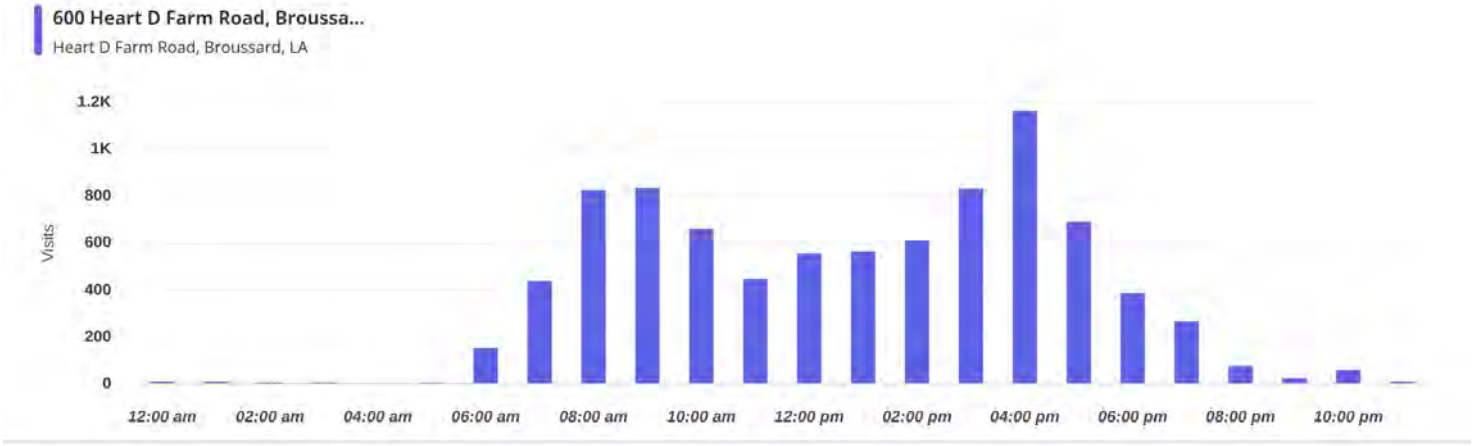
Visit Duration



Visits | Apr 1st, 2025 - Mar 31st, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Hourly Visits



Visits | Apr 1st, 2025 - Mar 31st, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Favorite Places

600 Heart D Farm Road, B...
Heart D Farm Road, Broussard, ...

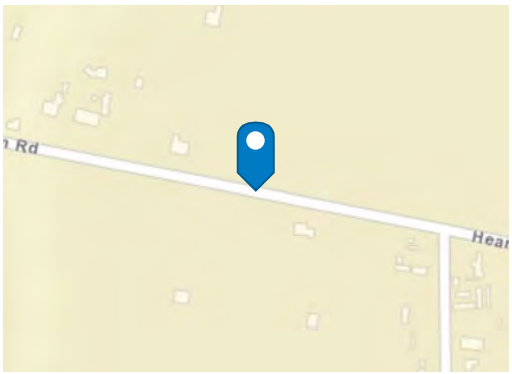
Rank	Name	Distance	Visitors (%)
1	**Ambassador Town Center** 4535 Ambassador Caffery Pkwy, Lafayette, LA 70508	4.4 mi	1.3K (89.2%)
2	**River Marketplace** 4313 Ambassador Caffery Pkwy, Lafayette, LA 70508	4.7 mi	1.2K (86.6%)
3	**Crossroads Annex** 609 Settlers Trace Blvd, Lafayette, LA 70508	4.8 mi	1K (71.9%)
4	**Target** 4313 Ambassador Caffery Pkwy, Lafayette, LA 70508	4.8 mi	991 (70.1%)
5	**Walmart** 123 St Nazaire Rd, Broussard, LA 70518	2.2 mi	956 (67.6%)
6	**Acadiana Mall** 5725 Johnston St, Lafayette, LA 70503	6.6 mi	910 (64.4%)
7	**Ambassador Crossing** 4235 Ambassador Caffery Pkwy, Lafayette, LA 70508	5 mi	886 (62.7%)
8	**RaceTrac** 5100 Ambassador Caffery Pkwy, Lafayette, LA 70508	3.4 mi	864 (61.1%)
9	**Academy Sports + Outdoors** 4232 Ambassador Caffery Pkwy, Lafayette, LA 70508	5 mi	857 (60.6%)
10	**Acadiana Square** 5700 Johnston St, Lafayette, LA 70503	6.9 mi	840 (59.4%)

Category: All Categories | Min. Visits: 1 | Apr 1st, 2025 - Mar 31st, 2026
Data provided by Placer Labs Inc. (www.placer.ai)

Traffic Count Map - Close Up

S Bernard Rd & Heart D Farm Rd, Broussard, Louisiana, 70518

Rings: 1, 3, 5 mile radii



Average Daily Traffic Volume

- Up to 8,000 vehicles per day
- 8,001 - 15,000
- 15,001 - 50,000
- 50,001 - 70,000
- 70,001 - 100,000
- More than 100,000 per day

Source: Traffic Counts (2025)

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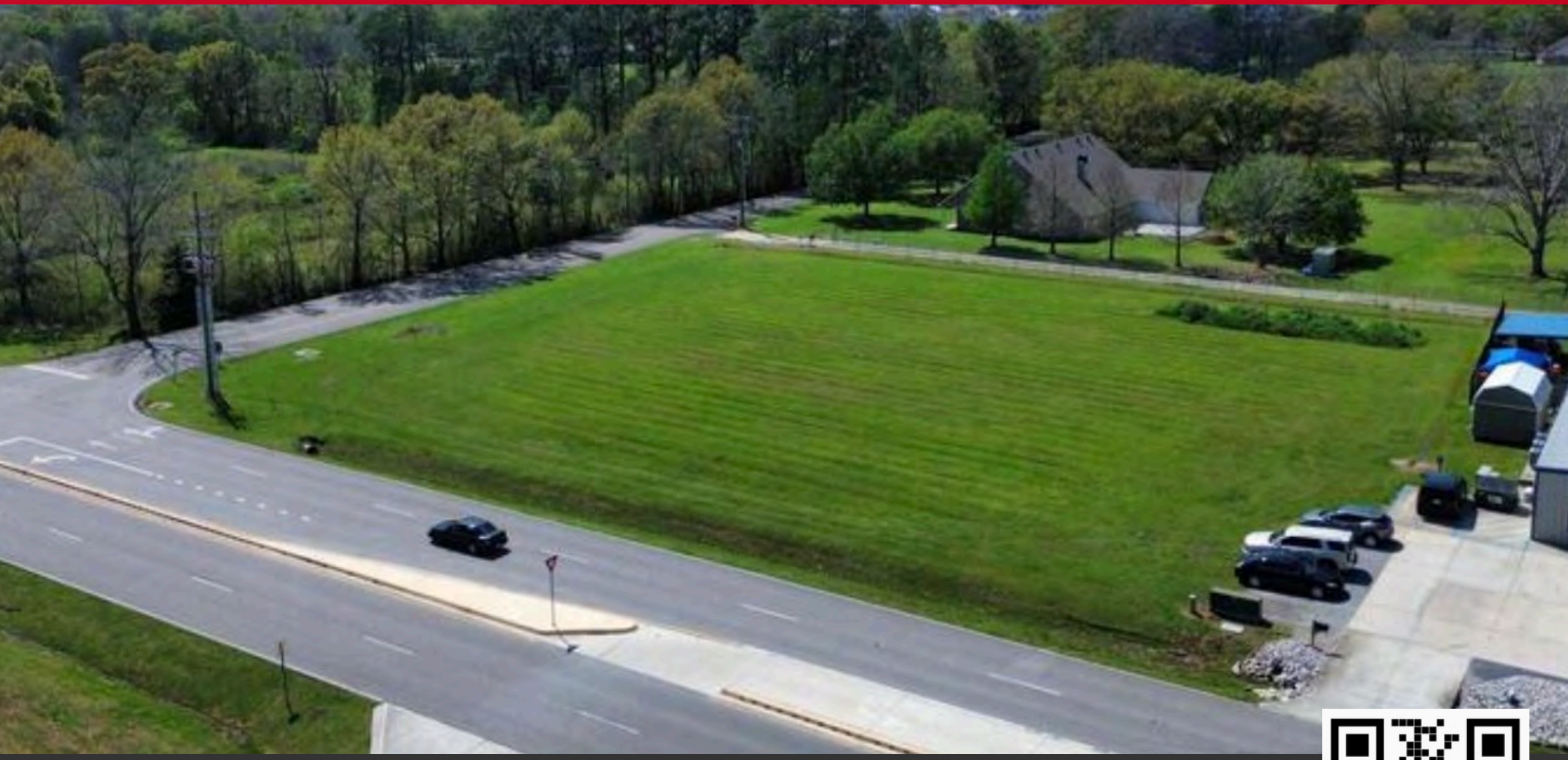
PRIME COMMERCIAL CORNER IN BROUSSARD

1288 S BERNARD DR., BROUSSARD, LA



Agent: Logan "Hank" Babin, III Cell: (985) 804-9991 E-mail: hank@loganbabin.com

www.loganbabin.com 400 Lafayette St., Houma, LA, 70360 (985) 872-4598

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PRIME COMMERCIAL CORNER IN BROUSSARD

1288 S BERNARD DR., BROUSSARD, LA

EXECUTIVE SUMMARY

Exceptional Opportunity in Broussard! Location, visibility, and versatility - this commercial corner has it all! Situated just off Ambassador Caffery in the rapidly growing area of Broussard, this large parcel offers dual road access from both Heart D Farm Rd. and S. Bernard Rd., maximizing traffic exposure and ease of entry. Documents include: Topo survey, geotechnical survey, drainage study, and a site plan. Please note, no alcohol sales due to proximity to a nursery school.

Price:	$ 209,000.00
Property Type:	Commercial/Retail Corner
Zoning:	Ambassador Caffery Commercial
Site Size:	0.90 Acres (232' x 227')
Flood Zone:	Zone X

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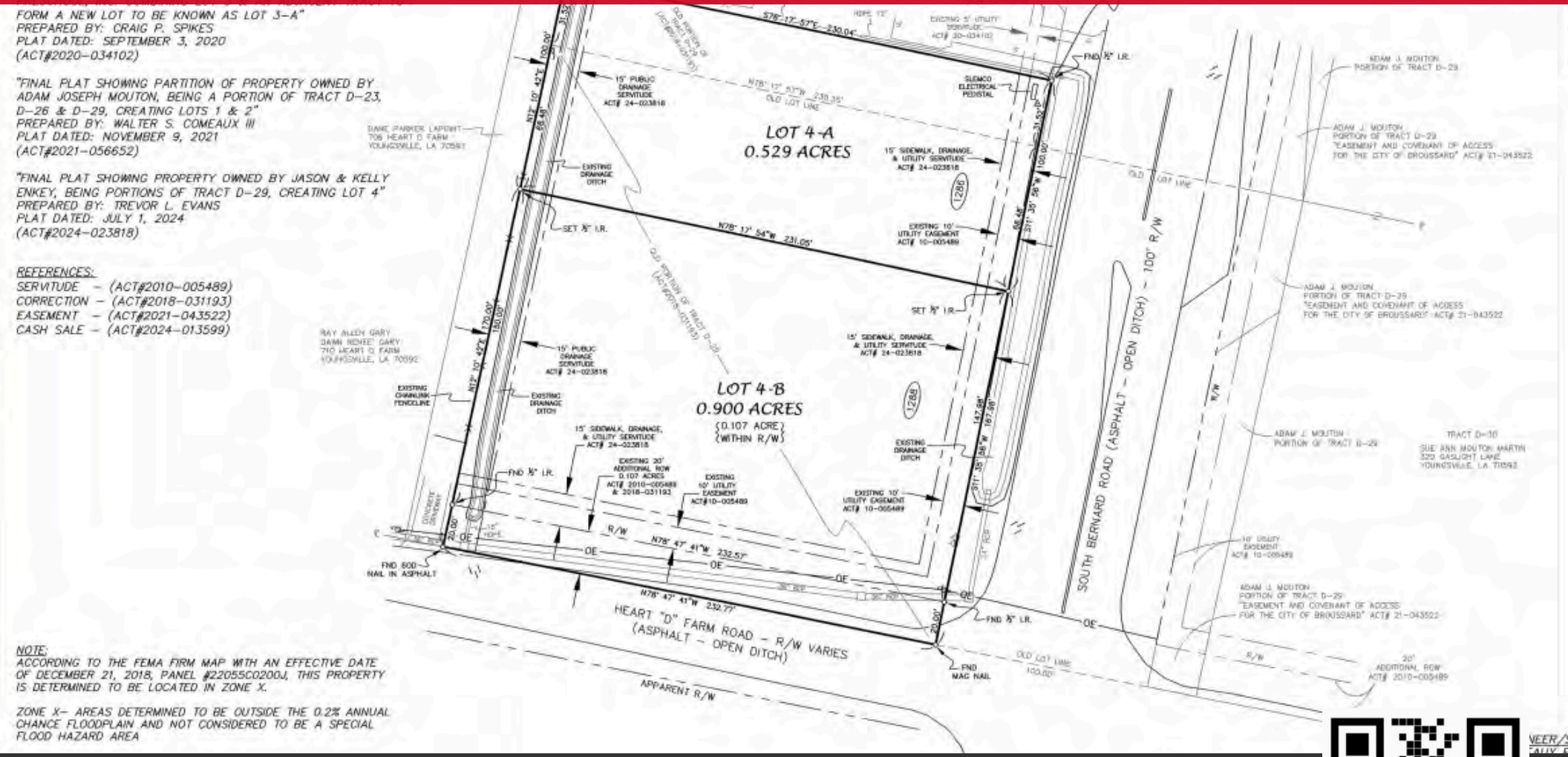

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1288 S BERNARD DR., BROUSSARD, LA

- 2020 Population: 13,417 (64% growth since 2010
- Median age: 35
- % of age 25+, HS grad or higher: 91.75%
- % of age 25+, bachelor's or higher: 37.27%A

- Household Median Income: $82,677
- Households: 4,600
- Median Home Value: $214,000

- US Hwy. 90 daily traffic count: Approximately 43,000
- Ambassador Caffery traffic count: More than 24,500 in close proximity to development
- S. Bernard Rd. extension from Fairfield Rd. to US Hwy. 90 has been completed.
- Future connection planned of Fairfield Rd. to Hwy. 89

- Martial F. Billeaud Elementary: 746 students; opened in 2019
- Southside High School: 1,795 students; opened in 2017
- Broussard Middle School: 567 students
- Katherine Drexel Elementary School: 710 students

Statistics current as of 1/1/2022

With an estimated population of more than 17,000 according to the LSU AgCenter, Broussard, Louisiana, is located approximately six miles southeast of Lafayette in Lafayette and St. Martin Parishes. Broussard is home to a world-class workforce, an integrated transportation network, a diversified business base, and a hometown appeal. With this foundation, the City of Broussard is able to foster an economy that supports a growing population and diverse industry sectors.

Broussard has nearby access to U.S. Interstate 10 and 49. Plus, U.S. Highway 90 is designated as "Future I-49" with continuous upgrades occurring to eventually hang the shield. Lafayette Regional Airport is 6 miles away and has almost 20 flight per day with American, Delta, and United.

With no state or city property taxes, building in Broussard has its advantages. The Broussard Permitting and Licensing office is happy to help you apply for a permit. Electric, water, and wastewater services are among the lowest priced in the state.

For more information, visit: www.developbroussard.com

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1288 S BERNARD DR., BROUSSARD, LA

THE LOGAN BABIN COMMERCIAL GROUP of KW COMMERCIAL SOUTH

AGENTS

Logan "Hank" Babin, III, CRE® , MBA
Team Leader, The Logan Babin Commercial Group
Director of Commercial Real Estate, KW Commercial South
Regional Vice President (South Central U.S.), SCLM

(O) 985-872-4598 (C) 985-804-9991
www.loganbabin.com
400 Lafayette St., Houma, LA 70360

Realtor® | License #57860
Member #2573, The Counselors of Real Estate®
LA General Real Estate Appraiser | License #G1147

THE LOGAN BABIN COMMERCIAL GROUP of KW COMMERCIAL SOUTH

SCLM GROUP

THE COUNSELORS OF REAL ESTATE

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amyriver@kw.com
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Table 10	Commercial and Industrial Districts – Permitted Land Use					Page 1
P = permitted use – = not permitted						
GENERAL RETAIL						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
New merchandise sales < 80,000 ft^2	P	P	P	P	P	
New merchandise sales > 80,000 ft^2	-	P	P	P	P	
Flea Market/Used Merchandise sales	-	P	-	P	-	
Building/hardware/landscape material	-	P	P	P	-	
Furniture/fixtures/appliance sales	P	P	P	P	-	
Market – convenience/ specialty food/beverage/gas	P	P	P	P	-	
Market - grocery/supermarket	P	P	P	P	-	
Produce Market	P	P	P	P	-	
Pawn Shop	-	P	-	-	-	
Plant nursery/landscape	P	P	P	P	-	
Fertilizer/Composting Plant	-	-	-	-	P	
Unbagged Fertilizer/Compost Facility	-	-	-	P	P	includes mulch
Antique/collectible shop	P	P	P	-	-	
Museum/Library/Gallery	P	P	P	-	-	
Personal Instruction Studio (fitness, dance, etc.)**/athletic club /fitness center spa/indoor sports facility**	P	P	P	P	-	
Sporting Goods	P	P	P	P	-	
School, private- elementary/secondary	P	P	P	P	-	
School - college (private/public)	P	P	P	P	-	
School - business/tech/vocational	P	P	P	P	-	

CN – Neighborhood Commercial
CC – Community Commercial
CA – Ambassador Cafferey Commercial
LI – Light industrial
GI – General Industrial

Table 10 Commercial and Industrial Districts – Permitted Land Use						Page 2
P = permitted use – = not permitted						
ENTERTAINMENT AND RECREATION						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
Adult club/business/sales	-	-	-	-	-	variance required
Campground/Park	-	P	-	P	-	
Stadium/Field/Arena	-	P	-	P	-	
Commercial recreation	P	P	P	P	-	
Theater (indoor)	P	P	P	P	-	
Theater (outdoor)	-	P	P	P	-	
Casino	-	P	P	P	P	if state licensed
Amusement Park	-	P	P	P	P	inc. water park
	CN	**CC**	**CA**	**LI**	**GI**	

CN – Neighborhood Commercial
CC – Community Commercial
CA – Ambassador Cafferey Commercial
LI – Light industrial
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Table 10 Commercial and Industrial Districts – Permitted Land Use						Page 3
P = permitted use – = not permitted						
FOOD SERVICE						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
Liquor **DISTRIBUTOR**	-	-	P	P	-	
Restaurant, counter service	P	P	P	P	-	
Restaurant, table service	P	P	P	P	-	
Drive-through food/liquor sales	P	P	P	P	-	
Entertainment (with food)	P	P	P	P	-	sports bar, etc.
Catering service	P	P	P	P	-	
Micro Brewery/Distillery	P	P	P	P	P	
	CN	**CC**	**CA**	**LI**	**GI**	

CN – Neighborhood Commercial
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CA – Ambassador Cafferey Commercial
LI – Light industrial
GI – General Industrial

Table 10 Commercial and Industrial Districts – Permitted Land Use						Page 4
P = permitted use – = not permitted						
HUMAN HEALTH AND VETERINARY SERVICES						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
Ambulance service	P	P	P	P	P	
Emergency/Quick medical care	P	P	P	P	-	
Hospital	-	P	P	P	-	
Medical Offices	P	P	P	P	-	
Nursing/Retirement Home	-	P	P	-	-	
Family/Child day care	P	P	P	-	-	
Homeless Shelter	-	-	-	-	-	
Halfway house	-	-	-	-	-	
Animal clinic or grooming	P	P	P	-	-	
Animal hospital/PET BOARDING	P	P	P	-	-	
Animal kennel/**COMMERCIAL WORKING & SPORTING TRAINING WITH KENNELING**	-	-	-	P	-	1000' from nearest residence plus sound controls
	CN	**CC**	**CA**	**LI**	**GI**	

CN – Neighborhood Commercial
CC – Community Commercial
CA – Ambassador Cafferey Commercial
LI – Light industrial
GI – General Industrial

Table 10 Commercial and Industrial Districts – Permitted Land Use						Page 5
P = permitted use – = not permitted						
GENERAL SERVICES						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
Auction (indoor)	-	P	P	P	P	
Auction (outdoor)	-	P	-	P	P	
Bed and Breakfast	P	P	P	-	-	
Hotel/Motel	-	P	P	-	-	
Equipment Rental (indoor storage)	-	P	P	P	P	
Equipment Rental (outdoor storage)	-	-	P	P	P	
Oilfield Services Rental	-	-	-	P	P	
Maintenance/Repair/Small Engine	-	P	P	P	P	
Antenna or communication facility	-	-	-	-	-	
Mini-warehouse/Storage	-	-	-	P	P	
Contractor/Construction Equip. Sales	-	-	-	P	P	
Handicraft Shop	P	P	P	P	P	
Light Industrial Services	-	-	-	P	P	
Laboratory	-	P	-	P	P	
Electrical Substations	-	-	-	P	P	
HEMP FARM/PROCESSING	-	-	-	-	-	
	CN	**CC**	**CA**	**LI**	**GI**	

CN – Neighborhood Commercial
CC – Community Commercial
CA – Ambassador Cafferey Commercial
LI – Light industrial
GI – General Industrial

Table 10 Commercial and Industrial Districts – Permitted Land Use						Page 6
P = permitted use – = not permitted						
OFFICES, MEETING HALLS AND PUBLIC BUILDINGS						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
Banks/Financial/Investment services	P	P	P	-	-	
Bail bond services	-	P	-	-	-	
Cash Checking services	P	P	-	P	-	
Offices-administrative/professional	P	P	P	P	-	
Offices - government	P	P	P	P	-	
Offices - Medical/dental	P	P	P	-	-	
Auditorium/exhibition hall (enclosed)	-	P	P	-	-	
Church	P	P	P	-	-	
Club/lodge/meeting hall	P	P	P	-	-	
Conference Center	P	P	P	-	-	
COB Community Center						no zoning required
COB Police or Fire Station						no zoning required
Post Office/Federal Buildings						no zoning required
COB POTW Lift Station/ Sewage Treatment Facility						no zoning required
COB Public Water Supply Facility						no zoning required
COB Public Buildings						no zoning required
COB Rights-of-Way						no zoning required
School - elementary/secondary (public)						School Board lands
Pipelines, conduits, transmission lines, utilities or any other lateral facility						
	CN	**CC**	**CA**	**LI**	**GI**	

CN – Neighborhood Commercial
CC – Community Commercial
CA – Ambassador Cafferey Commercial
LI – Light industrial
GI – General Industrial
COB = City of Broussard

Table 10 Commercial and Industrial Districts – Permitted Land Use						Page 7
P = permitted use – = not permitted						
VEHICLE SALES/SERVICE						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
Auto and truck rental	P	P	P	P	P	
Auto and truck repair	-	P	P	P	P	
Large truck/machinery sales	-	-	P	P	P	
Recreation vehicle sales	-	-	P	P	P	
Boat sales	-	-	P	P	P	
Manufactured homes sales	-	-	-	P	P	
Trailer/flatbed sales	-	P	P	P	P	
Car Wash	P	P	P	P		
Oil Change/Fluid Maintenance	-	P	P	P	P	
Truck Stop	-	-	-	P	P	
Vehicle accessory sales	–	P	P	P	P	
Vehicle sales and service <3 acres	-	P	-	P	P	
Vehicle sales and service > 3 acres	-	P	P	P	P	
Vehicle storage or impound yard	-	-	-	P	P	
Parking facility, commercial	-	P	P	P	P	
Private transportation service	P	P	P	P	P	
Wrecker/Towing Service	-	-	-	P	P	
Salvage/Junk Yard	-	-	-	-	P	Screening required
	CN	**CC**	**CA**	**LI**	**GI**	

CN – Neighborhood Commercial
CC – Community Commercial
CA – Ambassador Cafferey Commercial
LI – Light industrial
GI – General Industrial

Table 10 Commercial and Industrial Districts – Permitted Land Use						Page 8
P = permitted use – = not permitted						
AGRICULTURAL/LIVESTOCK/STABLES						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
Farm (3 acres or less) livestock excluded	P	P	-	P	P	
Farm (> 3 acres)	P	P	-	P	P	
Shooting Range (indoor)	-	-	-	P	P	
Zoo	-	-	-	P	P	
Stable	-	-	-	P	P	
Rodeo Rink	-	-	-	P	P	
Rodeo Rink (non-commercial)	-	-	-	P	P	
Race Track	-	-	-	-	-	
Dairy Farm	-	-	-	P	P	
Livestock Facilities	-	-	-	P	P	
Chicken Coops (commercial)	-	-	-	P	P	
Slaughter House/Processing Plant	-	-	-	P	P	
	CN	**CC**	**CA**	**LI**	**GI**	

CN – Neighborhood Commercial
CC – Community Commercial
CA – Ambassador Cafferey Commercial
LI – Light industrial
GI – General Industrial

Table 10 Commercial and Industrial Districts – Permitted Land Use						Page 9
P = permitted use – = not permitted						
MANUFACTURING/RECYCLING						
USE	**CN**	**CC**	**CA**	**LI**	**GI**	**NOTES**
Manufacturing Plant/Facility (heavy)	-	-	-	-	P	
Manufacturing/assembly (light)	-	P	-	P	P	
Cement Plant	-	-	-	P	P	
Pipeyard/Pipe Cleaning	-	-	-	P	P	
Oilfield Equipment Sales/Storage	-	-	-	P	P	
Metal Working/Welding	-	-	-	P	P	
General Metal Fabrication	-	-	-	P	P	
Recycling collection facility (small)	-	-	-	P	P	
Recycling collection/processing facility	-	-	-	P	P	
Waste Treatment. Storage, Disposal	-	-	-	-	-	
Sandblasting	-	-	-	P	P	Screening required
	CN	**CC**	**CA**	**LI**	**GI**	

CN – Neighborhood Commercial
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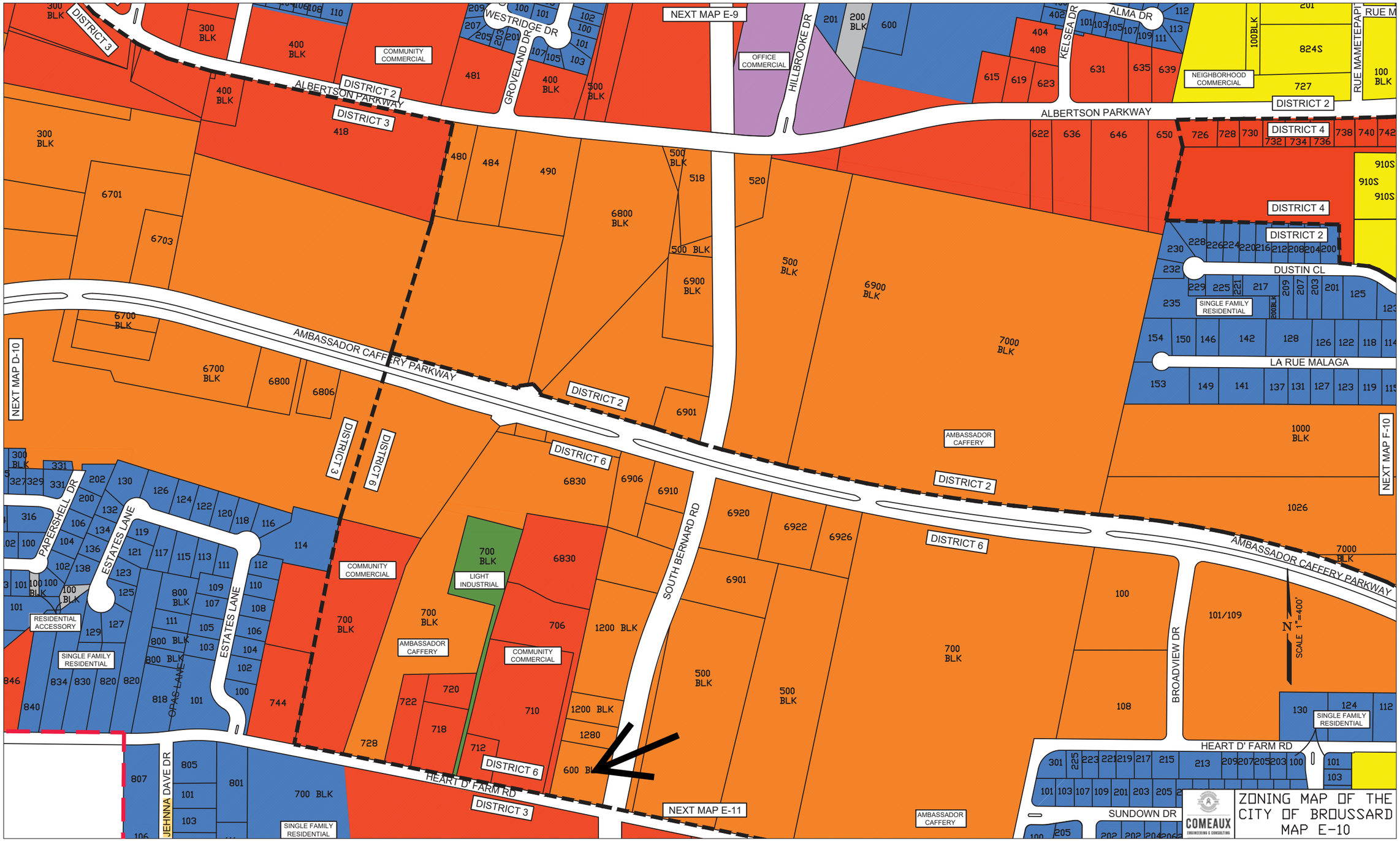
GI – General Industrial


NEXT MAP E-9
NEXT MAP D-10
NEXT MAP F-10
NEXT MAP E-11
ALBERTSON PARKWAY
AMBASSADOR CAFFERY PARKWAY
HEART D' FARM RD
SUNDOWN DR
DUSTIN CL
LA RUE MALAGA
ALMA DR
WESTRIDGE DR
GROVELAND DR
HILLBROOKE DR
KELSEA DR
RUE MAMETEPAPI
SOUTH BERNARD RD
BROADVIEW DR
PAPERSHELL DR
ESTATES LANE
OPAS LANE
JEHNNA DAVE DR
DISTRICT 2
DISTRICT 3
DISTRICT 4
DISTRICT 6
COMMUNITY COMMERCIAL
OFFICE COMMERCIAL
NEIGHBORHOOD COMMERCIAL
LIGHT INDUSTRIAL
AMBASSADOR CAFFERY
SINGLE FAMILY RESIDENTIAL
RESIDENTIAL ACCESSORY
SCALE 1"=400'
N
ZONING MAP OF THE CITY OF BROUSSARD MAP E-10
COMEAUX ENGINEERING & CONSULTING

SITE ENGINEERING, INC.
SELECTION ▪ INVESTIGATION ▪ TESTING ▪ ENGINEERING
650 ALBERTSON PARKWAY ▪ BROUSSARD, LA 70518
PHONE 337-981-1414
FAX 337-981-1402

October 9, 2024

Ms. Kelly Enkey
1280 S. Bernard Road
Broussard, Louisiana 70518

RE: Geotechnical Engineering Services Report
Proposed New Shopping Center
1286 S. Bernard Road
Broussard, Louisiana
SITE Engineering Report Number 24-G056-01

Dear Ms. Enkey:

This report transmits the results of our geotechnical exploration for the above referenced project. The investigation was performed in accordance with SITE Engineering Proposal Number 24-167G dated August 30, 2024. Our services were authorized by Ms. Kelly Enkey on August 30, 2024 by signing our proposal.

The purpose of this exploration was to investigate the existing subsurface conditions at the site and analyze these conditions for support of the proposed structures. This report includes the results of our field and laboratory testing and provides general recommendations for site preparation, foundation and pavement design, and construction.

We appreciate the opportunity to provide our services to your project and look forward to working with you in the future. If you have any questions pertaining to this report, or if we may be of further service, please do not hesitate to contact our office.

Sincerely,
SITE ENGINEERING, INC.

Clint S. McDowell, P.E.
President

Distribution: 3 – Above

SITE ENGINEERING, INC.

GEOTECHNICAL ENGINEERING SERVICES REPORT

PROPOSED NEW SHOPPING CENTER
1286 S. BERNARD ROAD
BROUSSARD, LOUISIANA

SITE ENGINEERING REPORT NUMBER: 24-G056-01

Prepared For

Ms. Kelly Enkey
1280 S. Bernard Road
Broussard, Louisiana 70518

October 9, 2024

By

SITE ENGINEERING, INC.
650 Albertson Parkway
Broussard, Louisiana 70518
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Jarod J. Breaux, P.E. (#39061)
Project Engineer

Clint S. McDowell, P.E. (#27983)
President

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY

SITE Engineering, Inc. has completed an exploration of the subsurface conditions for the proposed new shopping center to be constructed at 1286 S. Bernard Road in Broussard, Louisiana. The project will include the construction of a single-story structure approximately 10,500 square feet in total plan area. The type of construction is assumed to consist of typical wood framing with brick exteriors and an at-grade concrete floor slab. It should be noted that the proposed structure may be constructed in phases. It is assumed, if constructed in phases, that any addition built after the initial phase will be structurally connected to the original building. Pavement areas to provide parking and associated drives will be constructed adjacent to the proposed new building.

The subsurface conditions in the areas intended for construction were explored by the performance of soil test borings. Our scope of services included drilling a total of four (4) borings to depths ranging from 5 to 25 feet below the existing ground surface. The borings generally encountered very stiff to stiff lean clay soils to the boring completion depth of 5 feet within the pavement borings (B-3 and B-4) and to depths ranging from 4 to 6 feet within the building borings (B-1 and B-2). Below this depth, the building borings encountered soft lean clay soils to a depth of about 17 feet followed by stiff to very stiff lean clay and fat clay soils to a depth of 25 feet, the maximum depth explored.

Groundwater was initially encountered during the drilling operations at a depth of about 8 feet below the existing ground surface within the building borings (B-1 and B-2) performed at this site. The pavement borings (B-3 and B-4) did not encounter groundwater within the depth explored. The boring logs included in the appendix of this report should be reviewed for specific soil and groundwater information at each boring location.

The near surface clay soils encountered below the surficial topsoil in the building borings performed at this site are considered fair in strength and support capabilities and are low in shrink/swell potential. Provided the site preparation recommendations presented in this report are followed and the estimated settlements are deemed tolerable, the proposed building structure may be supported on a relatively shallow foundation system consisting of isolated spread footings, continuous wall footings, and grade beams.

Recommendations are also being provided for both portland cement concrete and asphaltic cement concrete pavement systems for the proposed parking and drive areas. Details related to site development, foundation and pavement design, and construction considerations are included in subsequent sections of this report.

The owner/designer should not rely solely on this Executive Summary and must read and evaluate the entire contents of this report prior to utilizing our engineering recommendations in preparation of design/construction documents.

2.0 PROJECT INFORMATION

2.1 Project Authorization

SITE Engineering, Inc. has completed a geotechnical exploration for the proposed new shopping center to be constructed at 1286 S. Bernard Road in Broussard, Louisiana. The investigation was performed in accordance with SITE Engineering Proposal Number 24-167G dated August 30, 2024. Our services were authorized by Ms. Kelly Enkey on August 30, 2024 by signing our proposal.

2.2 Project Description

The project will include the construction of a single-story structure approximately 10,500 square feet in total plan area. The type of construction is assumed to consist of typical wood framing with brick exteriors and an at-grade concrete floor slab. It should be noted that the proposed structure may be constructed in phases. It is assumed, if constructed in phases, that any addition built after the initial phase will be structurally connected to the original building.

Structural loads associated with the proposed building have not been provided at this time. However, for purposes of this report, we have assumed that maximum column loads, if any, will not exceed about 30 kips in compression and/or uplift (tension). Wall loads should be less than 2 kips per linear foot.

Pavement areas to provide parking for approximately 35 passenger vehicles and associated drives will be constructed adjacent to the proposed new building. Traffic loading information including the types of vehicles and frequencies has not been provided at this time. However, it is anticipated that traffic will consist mainly of passenger vehicles with weekly passes of larger vehicles such as delivery vehicles and garbage collection trucks.

Existing and proposed site grades have also not been provided at this time. For purposes of this report, it is assumed that less than 2 feet of fill will be required to achieve final design grade within the building construction area. The pavement areas are expected to be constructed at or very near existing site grades and, therefore, should require less than about 12 inches of cut and/or fill to reach design elevation.

The geotechnical recommendations presented in this report are based on the available project information, structure locations, and the subsurface materials encountered in the borings and as described in this report. If any of the noted information is incorrect, please inform SITE Engineering, Inc. in writing so that we may amend the recommendations presented in this report if appropriate and if desired by the client. SITE Engineering, Inc. will not be responsible for the implementation of the recommendations presented in this report if not notified of changes in the scope of the project.

2.3 Purpose and Scope of Services

The purpose of this geotechnical investigation was to explore the subsurface conditions at the site to enable an evaluation of acceptable foundation and pavement systems for the proposed project. Our scope of services included drilling a total of four (4) borings to depths ranging from 5 to 25 feet below the existing site grades, select laboratory testing of the sampled subsurface soils, and preparation of this geotechnical report. This report briefly outlines the testing procedures, presents available project information, describes the site and subsurface conditions, and presents general recommendations regarding the following:

- Recommendations for design and construction of shallow foundation elements;
- Estimates of total and differential settlement for the recommended foundation type;
- General pavement design criteria and pavement subgrade preparation, and;
- Recommendations for site preparation including topsoil and unstable soil removal and imported structural fill criteria and compaction requirements.

The scope of our services for this geotechnical investigation did not include an environmental assessment for determining the presence or absence of wetlands, or hazardous or toxic materials in the soil, surface water, groundwater, or air on or below, or around this site. Any statements in this report or on the boring logs regarding odors, colors, and unusual or suspicious items or conditions are strictly for informational purposes.

3.0 SITE AND SUBSURFACE CONDITIONS

3.1 Project Location and Site Description

The site for the proposed new shopping center is located at 1286 S. Bernard Road in Broussard, Louisiana. At the time of the field exploration, the site was observed to be bordered by S. Bernard Road to the east; by Heart D Farm Road to the south; by an existing residence to the west, and; by existing commercial development to the north.

At the time of drilling, most of the subject site was grass covered. The surface of the site was dry and in a firm condition. Our all-terrain drilling rig and support pick-up truck experienced little to no difficulty in accessing the boring locations.

Existing site topographic information was not provided. However, based on visual observations, the site appears to be relatively level with very little elevation difference between high and low points within the areas intended for construction.

3.2 Subsurface Conditions

The subsurface conditions were explored with a total of four (4) soil test borings drilled to depths ranging from 5 to 25 feet below the existing ground surface. The number, depths, and locations of the borings were determined by SITE Engineering, Inc. The borings were located on the subject site by a representative of SITE Engineering utilizing a measuring wheel based on a preliminary site development plan prepared by Davis Design & Consulting. The approximate location of the borings can be seen on the diagram included in the Appendix of this report.

The borings were advanced utilizing continuous flight auger drilling techniques. Soil samples were obtained continuously in the upper ten feet of the borings and on five-foot centers thereafter to the boring completion depths. Drilling and sampling methods were accomplished in general accordance with ASTM procedures. Upon completion of the drilling, the borings were plugged and abandoned in accordance with the requirements of the Louisiana Department of Natural Resources.

Undisturbed samples of cohesive soils were obtained using thin-wall tube sampling procedures in general accordance with the procedures for “Thin-Walled Tube Geotechnical Sampling of Soils” (ASTM D1587). These samples were extruded in the field with a hydraulic ram. Undisturbed samples were identified according to boring number and depth, were placed in polyethylene plastic wrapping to protect against moisture loss, and were transported to the laboratory in special containers to prevent disturbance.

In addition to the field exploration, a supplemental laboratory-testing program was conducted to evaluate additional pertinent engineering characteristics of the subsurface materials necessary in analyzing the behavior of the foundation system for the proposed project. The laboratory-testing program included supplementary visual classification and water content tests on all soil samples. In addition, selected samples were subjected to unconfined compressive strength testing, Atterberg Limits determinations, and percent passing a number 200 sieve analyses. Additional estimates of shear strength were also determined using a pocket penetrometer and hand torvane.

The borings generally encountered very stiff to stiff lean clay soils to the boring completion depth of 5 feet within the pavement borings (B-3 and B-4) and to depths ranging from 4 to 6 feet within the building borings (B-1 and B-2). Below this depth, the building borings encountered soft lean clay soils to a depth of about 17 feet followed by stiff to very stiff lean clay and fat clay soils to a depth of 25 feet, the maximum depth explored.

The above subsurface description is of a generalized nature to highlight the major subsurface stratification features and material characteristics. The boring logs included in the appendix should be reviewed for specific information at individual boring locations. These records include soil descriptions, stratifications, locations of the samples and laboratory test data. The stratifications shown on the boring logs represent the conditions only at the actual boring locations. Variations may occur and should be expected between boring locations and elsewhere on the site. The stratifications represent the approximate boundary between subsurface materials and the actual transition may be gradual. Water level information obtained during field operations is also shown on these boring logs. The samples which were not altered by laboratory testing will be retained for 60 days from the date of this report and then discarded.

3.3 Groundwater Information

Groundwater was initially encountered during the drilling operations at a depth of about 8 feet below the existing ground surface within the building borings (B-1 and B-2) performed at this site. The pavement borings (B-3 and B-4) did not encounter groundwater within the depth explored. The boring logs included in the appendix of this report should be reviewed for specific soil and groundwater information at each boring location.

The groundwater information provided above were the levels recorded at the time of our field investigation. In addition, it may take several days for the groundwater level to become static in an open borehole. It should be noted, that it is possible for a groundwater table to fluctuate depending upon climatic and rainfall conditions. Therefore, we recommend that the Contractor determine the actual groundwater levels at the site at the time of the construction activities.

4.0 EVALUATION AND RECOMMENDATIONS

4.1 General

The type and depth of foundation suitable for a given structure primarily depends on several factors including the subsurface conditions, the function of the structure, the loads it may carry, the cost of the foundation and the criteria set by the Design Engineer with respect to vertical and differential movement which the structure can withstand without damage. The near surface clay soils encountered below the surficial topsoil in the building borings performed at this site are considered fair in strength and support capabilities and are low in shrink/swell potential. Provided the site preparation recommendations presented in this report are followed and the estimated settlements are deemed tolerable, the proposed structure may be supported on a relatively shallow foundation system consisting of isolated spread footings, continuous wall footings, and grade beams. Specific details related to design and installation of the foundation system will be presented in subsequent paragraphs.

4.2 Site Preparation

We recommend that all topsoil, organics, and any soft, loose or deleterious soils in the areas intended for construction and for a distance of at least 5 feet beyond the perimeter of the proposed structures and 2 feet beyond the edges of new pavements be stripped from the site and either wasted or stockpiled for later use in landscaping. Based on the borings performed at this site, the depth of stripping necessary to ensure removal of excessively organic, soft, or otherwise deleterious materials will be on the order of about 8 to 10 inches. However, the actual stripping depth should be verified and monitored by the geotechnical engineer at the time of construction to ensure adequate removal of deleterious materials.

Upon stripping and excavation to the proposed subgrade level and prior to placement of any required structural fill, the exposed soils in all areas intended for construction should be proofrolled with a partially-loaded tandem axle dump truck or similar heavy rubber-tired vehicle weighing approximately 15 to 20 tons. Soils which are observed to rut or deflect excessively under the moving load should be further undercut and replaced with properly compacted structural fill. The proofrolling, undercutting and filling activities should be witnessed by a representative of the geotechnical engineer and should be performed during a period of dry weather.

The upper soils encountered in the borings are expected to be moisture sensitive and if wet at the time of construction these materials will likely be soft and unstable. If construction occurs during wet weather, it may be necessary to further undercut and replace or chemically treat the near surface soils. If chemical treatment is desirable, SITE Engineering, Inc. should be contacted to provide additional recommendations.

After subgrade preparation and observation have been completed, fill placement, where necessary, may begin. The first layer of fill should be placed in a relatively uniform horizontal lift and be adequately keyed into the stripped and scarified subgrade soils. Fill soils should be free of organic or other deleterious materials, have a maximum particle size less than 2 inches, a liquid limit less than 42, a plasticity index more than 10 but less than 22, and classify as CL in accordance with the Unified Soil Classification System (ASTM D-2487). Silts (soils which classify as ML) and silty-clays (CL-ML) should not be used as structural fill due to their moisture sensitive nature. Clayey sands (SC) with between 30 and 50 percent fines (material passing a number 200 sieve) could also be used as structural fill for this project.

All structural fill within the proposed construction areas and for a distance of at least 5 feet beyond the perimeter of the buildings and 2 feet beyond the edges of pavements should be compacted to at least 95 percent of standard Proctor maximum dry density as determined by ASTM Designation D-698. Structural fill should be placed in maximum lifts of 8 to 9 inches of loose material and should be compacted within the range of one (1) percentage point below to three (3) percentage points above the optimum moisture content value.

Close moisture content control will be required to achieve the recommended degree of compaction. If water must be added, it should be uniformly applied and thoroughly mixed into the soil by disking or scarifying. Each lift of compacted structural fill should be tested by a qualified geotechnical engineer or his representative prior to placement of subsequent lifts. After adequate compaction of each lift has been verified, light scarification of the surface of the lift should be performed prior to placement of additional fill to ensure an adequate bond between lifts. This can generally be accomplished with the steel tracks of typical construction equipment such as a bulldozer or excavator. Furthermore, the edges of compacted structural fill should extend at least 5 feet beyond the edges of the buildings and 2 feet beyond the edges of pavements prior to sloping. Care should be taken to apply compactive effort throughout the structural fill and structural fill slope areas.

We also recommend that water not be allowed to collect in the foundation excavations or on prepared subgrades of the construction areas either during or after construction. Undercut or excavated areas should be sloped toward one corner to facilitate removal of any collected rainwater, groundwater or surface runoff. Positive site surface drainage should be provided to reduce infiltration of surface water around the perimeter of the buildings and beneath the floor slabs.

4.3 Shallow Foundation Recommendations

Provided the site preparation recommendations given in this report are followed, the planned building structure may be supported on a relatively shallow foundation system bearing at a minimum depth of 2 feet below final grade, but no deeper than 2 feet below existing grade. Foundation elements bearing on the stable, undisturbed naturally occurring lean clay soils or within adequately compacted structural fill at the recommended depth can be proportioned utilizing a net allowable soil bearing pressure 1,500 pounds per square foot for isolated (spread) footings and 1,250 pounds per square foot for continuous (wall) footings.

The recommended bearing pressures include a factor of safety of 3.0 against bearing capacity failure. However, minimum dimensions of 18 inches for continuous footings and 24 inches for spread footings should be used for design, even if the resulting bearing pressure is less than the allowable bearing pressure, to minimize the possibility of a local bearing capacity failure.

The foundation excavations should be observed by a representative of SITE Engineering, Inc. prior to placement of reinforcing steel or concrete to assure that the foundation soils are consistent with the materials discussed in this report. Soft or loose soil zones encountered at the bottom of the footing excavations should be removed to the level of suitable bearing material and replaced with adequately compacted structural fill as directed by the Geotechnical Engineer.

After opening, the footing excavations should be observed and concrete placed as quickly as possible to avoid exposure of the footing bottoms to wetting and drying. Surface run-off water should be drained away from the excavations and not be allowed to pond. If it is required that footing excavations be left open for more than one day, they should be protected to reduce evaporation or entry of moisture.

4.4 Settlement of Shallow Foundation System

Consolidation of the soils resulting from the foundation loads will result in measurable but tolerable increments of soil settlements. Based on the results of field and laboratory tests, and assuming the foundation elements will be loaded to the maximum net allowable bearing capacity provided above, it is estimated that settlement of square footings up to 4 feet by 4 feet in plan dimension and continuous footings up to 3 feet in width will be on the order of one (1) inch. Differential settlement within a distance of about 30 feet across the foundation area should be less than ½-inch. The estimated settlements are based on a maximum of 2 feet of fill being placed above existing grade. If more fill is required to reach design elevation, settlement due to the weight of the fill will need to be considered as it may be excessive.

It should be noted that the aforementioned bearing capacities are maximum allowable values. For relatively square, isolated spread footings, a lower bearing capacity can be utilized in conjunction with a larger footing size. As a result, a higher applied point load can be supported with equal or lower settlements. The following tables provide settlement estimates for anticipated footing sizes/widths and maximum applied pressures.

ESTIMATED SETTLEMENT FOR SQUARE SPREAD FOOTINGS (INCHES)

Square Footing Size (feet)		2	2½	3	3½	4	4½	5	5½	6
Applied Pressure (psf)	1,000	0.46	0.54	0.61	0.68	0.74	0.81	0.85	0.91	0.96
	1,250	0.53	0.63	0.71	0.79	0.87	0.94	1.00	-	-
	1,500	0.60	0.71	0.80	0.89	0.98	-	-	-	-

ESTIMATED SETTLEMENT FOR CONTINUOUS (WALL) FOOTINGS (INCHES)

Footing Width (feet)		1.5	2	2.5	3
Applied Pressure (psf)	600	0.49	0.56	0.62	0.68
	800	0.62	0.70	0.77	0.85
	1,000	0.73	0.82	0.91	1.00

The preceding tables should be utilized to govern footing design only if the aforementioned maximum net allowable bearing capacity and corresponding limiting footing size does not provide adequate support of the anticipated structural loads. Furthermore, if utilized, a single applied pressure should be chosen and used for the design of all footings of a similar type (either spread or continuous) within a single structure. Graphical representations of each preceding table are provided in the appendix of this report. The values present above are based on spread footings bearing at a depth of 2 feet below final grade, but no lower than 2 feet below existing grade.

The settlements provided above are estimates. Values were derived from empirical equations using average soil characteristics from laboratory testing performed on samples of the subsurface soils of the borings performed at this site. Therefore, it is anticipated that settlements throughout the site may vary.

It should be noted that total settlements on the order of one (1) inch and differential settlement of ½-inch or less are generally considered moderate but tolerable for structures of the type proposed. However, it is highly recommended that the design of masonry walls, if planned, include provisions for liberally-spaced, vertical control joints to minimize the effects of cosmetic "cracking." Furthermore, it is recommended that good rigidity of the structure foundations be provided. This could consist of stiffening the slab with grade beams and tying the individual foundation elements together to form a "waffle" pattern or by the use of post-tensioned reinforcement.

As previously mentioned, it is understood that the proposed structure may be constructed in phases. It is assumed, if constructed in phases, that any addition built after the initial phase will be structurally connected to the original building. It should be noted that differential settlement typically governs the design of foundation systems for additions. Differential settlement between additions and existing structures typically equal the total settlement experienced within the addition area. Differential settlements in excess of ½-inch are usually considered intolerable for structures of the type proposed.

Therefore, due to the potential differential settlement issues that may exist, it is highly recommended that any addition constructed after the initial phase of construction be completely isolated from any structure constructed during the initial phase of construction. If structurally connecting any future additions is unavoidable, then provisions should be made at the connecting point (such as isolation joints and/or flexible connections) to manage the magnitude of differential settlement discussed *or* deep foundation elements such as drilled cast-in-place concrete shafts should be utilized to support the addition in attempts to limit differential settlement. Recommendations for design and installation of various deep foundation options can be provided at your request.

4.5 Uplift Resistance of Shallow Foundation Elements

Uplift resistance provided by a shallow foundation system will be limited to the weight of the foundation concrete and the soil above the extensions of spread footings. For design purposes, the ultimate uplift resistance should be based on unit weights of 140 pcf for the concrete in the footings and 115 pcf for the soil above the extensions of spread footings. A factor of safety of at least 1.1 should be applied to the calculated uplift resistance to account for potential variations in the concrete and soil unit weights. The size and depth of foundation elements should be checked by the structural engineer to assure that it can support the uplift forces.

If adequate uplift resistance cannot be achieved, consideration should be given to supporting the proposed structure on a deep foundation system. Recommendations for design and installation of various deep foundation options can be provided at your request.

4.6 Other Foundation Types

It should be noted that foundation types other than those discussed in this report could be used for support of the buildings at this site. These foundation systems include but are not limited to drilled cast-in-place concrete shafts, auger cast-in-place piles, driven piles of various materials, and screwed helical piles. Ground improvement techniques such as rigid inclusions or aggregate piers (stone columns) may also offer an increase in bearing capacity while minimizing settlements without some of the expenses typically associated with a deep foundation system. Some of these foundation types and ground improvement systems are patented and should be designed by the manufacturer or distributor. SITE Engineering, Inc. can provide design recommendations for alternative foundation types or ground improvement methods at your request.

4.7 Floor Slab Recommendations

Floor slab loads are commonly distributed to grade (either existing or finished soil grade) by slab-on-grade type construction. Otherwise, a structural floor is used to carry the floor loads independent of the grade. Common types of slabs-on-grade are reinforced slabs, which may or may not include interior ribs, and post-tensioned slabs. The ribbed slab and post-tensioned slab provide rigidity against differential movement and minimize slab cracking. Recommendations for a ribbed slab and a post-tensioned slab are provided in the following paragraphs in the event they are preferred over a structural concrete slab.

Ribbed Floor Slab: The ribbed slab should be designed by a registered and qualified structural engineer. However, certain design criteria are suggested. Interior grade beams or stiffening ribs should be at least 18 inches deep from the top of the slab. The spacing of the ribs should be determined by the structural engineer based on the thickness of the slab but should in no case be greater than 15 feet. Where practical, these ribs should be arranged to coincide with non-load bearing interior walls. A minimum beam width of 12 inches is recommended to allow adequate bearing area. The floor slab and interior grade beams should be a monolithic unit with no joints. If concrete cannot be placed monolithically, it should be doweled to provide continuity and good rigidity.

Post-Tensioned Floor Slab: An alternative to a reinforced ribbed slab foundation is post-tensioned reinforcement. Post-tensioning involves providing tensile steel reinforcement in the slab system by stressing high strength steel tendons after the concrete has achieved sufficient strength. A post-tension ribbed slab is a specialized structural design and should be designed by a qualified structural engineer who is competent and familiar with this type of reinforcement.

In either case, the floor slab can be designed utilizing a short-term modulus of subgrade reaction (spring constant), k, of 75 pci for the required, adequately compacted low plasticity structural fill. If a higher modulus of subgrade reaction is required, a k value of 110 pci can be obtained by provided a minimum of 4 inches of clean sand (less than 10 percent fines) directly beneath the slab. A k value of 145 pci may be achieved by the placement of 4 inches of crushed limestone, crushed concrete or washed gravel.

It should be noted that depending on the loading conditions and loading areas, a long-term k value may be more appropriate to utilize for design purposes. The k value associated with long-term loading conditions is highly dependent on the actual loads and loaded areas, as well as the stiffness of the soil. Therefore, if long-term k values are required/requested from the designer, SITE Engineering, Inc. should be provided with additional, pertinent loading characteristics to derive a long-term modulus of subgrade reaction.

Furthermore, if moisture sensitive floor coverings are used, consideration should be given to the use of barriers (either polyethylene or a thin sand, graded gravel, or limestone) to minimize potential vapor rise through the slab. Other design and construction considerations, as outlined in the American Concrete Institute (ACI) Design manual (section 302.1R) are recommended.

5.0 PAVEMENT RECOMMENDATIONS

We have evaluated both rigid and flexible pavement systems for this project. Although specific traffic information was not provided to us, we have assumed that traffic conditions will primarily consist of passenger vehicles (cars and small trucks) with occasional passes of medium to large trucks for deliveries, garbage collection, etc.

The grading information for the pavement areas is also unknown at this time. However, for purposes of this report, we have assumed that pavement construction areas will not be lowered and that less than 12 inches of fill will be required to reach design grade. We have further assumed that the site preparation criteria presented in this report will be followed and all remaining topsoil, organic debris, and any isolated soft or loose soil areas encountered during proofrolling of the subgrade will be removed and replaced with compacted structural fill as previously described. Therefore, it is estimated the subgrade soils will be prepared to achieve a minimum CBR of 3 or a modulus of subgrade reaction (k) of 75 pci.

The general pavement design information presented in this report is based on information published by AASHTO and the Portland Cement Association as well as past experience in this area. The published information was utilized in conjunction with the available field and laboratory test data to develop general pavement recommendations. Specific design parameters considered in the pavement analyses are as follows:

CBR	3.0
Modulus of Subgrade Reaction, k	75 pci
Reliability	85%
Modulus of Elasticity	3.4×10^6
Deviation	0.45 Asphalt, 0.35 Rigid
Initial Serviceability	4.2 Asphalt, 4.5 Rigid
Terminal Serviceability	2.5
Modulus of Rupture (concrete)	600 psi
Load Transfer	3.2 Dowels or Keys
Drainage Coefficient	1.0
Layer Coefficients	0.41 Asphalt
	0.14 Base Course

The recommended minimum pavement sections for the passenger vehicle parking areas (light-duty) and heavy-duty drives are as follows:

RIGID PAVEMENT		
Pavement Materials	**Minimum Thickness**	
	Parking Stalls	**Drives**
Portland Cement Concrete	5”	6”
Compacted Granular Base or Compacted Low Plasticity Structural Fill	4” granular base or 8” structural fill	4” granular base or 8” structural fill
Adequately Stripped and Proofrolled Subgrade	--	--

FLEXIBLE PAVEMENT		
Pavement Materials	**Minimum Thickness**	
	Parking Stalls	**Drives**
Asphaltic Concrete Wearing Course	2”	3”
Compacted Crushed Limestone Base OR Soil Cement Base	12”	12”
Adequately Proofrolled Subgrade or Compacted Low Plasticity Structural Fill	--	--

Pavements and fill materials should meet the requirements of the Louisiana Standard Specifications for Roads and Bridges (LSSRB), 2016 Edition. Structural fill utilized in the pavement areas should be compacted to 95 percent of the maximum dry density as determined by ASTM D698 (standard Proctor) at a moisture content within 2 percent of the optimum value.

The compacted granular base for rigid concrete pavements should consist of crushed limestone or crushed concrete meeting LSSRB Section 1003.03.1 or 1003.03.2, or relatively clean sands with less than 15 percent fines (material passing a number 200 sieve). Granular base for rigid pavements should be compacted to at least 98 percent of the maximum dry density as determined by ASTM D-698 at moisture contents within 2 percent of optimum.

Asphaltic concrete pavement materials should meet the requirements of the LSSRB and should be compacted to a minimum of 95 percent of the density of the laboratory molded specimen. For flexible pavements, the compacted crushed limestone base should conform to the LSSRB Section 1003.03.1 and be compacted to at least 98 percent of the maximum dry density as determined by ASTM D-698.

The compacted crushed limestone base for flexible pavements may be replaced with a cement stabilized base course. The thickness of the soil-cement layer and percentage of cement will vary depending on grading plans and the type of material to be stabilized and should be determined at the time of construction. However, it is estimated that a soil-cement layer 12 inches in thickness stabilized with 8 to 9 percent cement by volume should be sufficient.

Soils to be cement treated should have a plasticity index (PI) of 15 or less. If the pavement base soils have a PI greater than 15, then lime treatment will be necessary to lower the plasticity index prior to cement stabilization. The thickness of lime treatment, if necessary, should be at least 12 inches. The amount of lime necessary to lower the PI of the fill soils will depend on the plasticity index of the soils to be treated and should be determined at the time of construction.

It should be noted that soil cement base tends to shrink similar to concrete causing tension cracks that can reflect up through the asphalt surface course. The surface cracks will require additional maintenance and sealing to maintain the design life of the pavement. Percentages of cement greater than recommended above will further increase the frequency and severity of the hydration/shrinkage cracks.

Research involving placement of a stone layer or asphaltic surface treatment (AST) between the cement stabilized base and the asphalt surfacing has provided better performance and longer life than only soil cement bases while resisting rutting and minimizing the occurrence of reflective cracking. Therefore, consideration should be given to providing a minimum 4-inch-thick stone layer or AST (LSSRB Section 507 Type E) below the asphalt surface course if a soil cement base is used. If the 4-inch-thick stone interlayer is used, the light and heavy-duty soil cement base section for flexible pavements may be reduced from 12 inches to 8 inches. If an AST is used, the soil cement base should remain 12 inches.

A heavy-duty pavement section consisting of at least 7 inches of properly reinforced portland cement concrete on a minimum of 8 inches of compacted crushed limestone, crushed concrete, or cement stabilized soil is recommended where trash dumpsters or semi-trailers are to be parked on the pavement or where the front tires of trash collection trucks will be positioned during lifting of the dumpster. This should provide better distribution of surface loads to the subgrade without causing deformation of the surface.

Proper finishing of concrete pavement requires the use of appropriate construction joints to reduce the potential for cracking. Construction joints should be designed in accordance with current Portland Cement Association and the American Concrete Institute guidelines. Joints should be sealed to reduce the potential for water infiltration into pavement joints and subsequent infiltration into the supporting soils. Load transfer devices at the pavement joints should be designed in accordance with accepted codes. The concrete should have a minimum compressive strength of 3,500 psi at 28 days. The concrete should also be designed with 5±1 percent entrained air to improve workability and durability.

Prior to placement of a crushed limestone or crushed concrete base, a geotextile fabric separator should be placed on the compacted fill or proofrolled subgrade soils The purpose of the separator is to limit migration of the crushed aggregate base into the fine grained soils below during periods of wet weather. If a sand base is utilized or if concrete pavements are supported directly on compacted structural fill, the geotextile fabric may be omitted. However, placement of a strip of fabric separator approximately 18 to 24 inches in width under each pavement joint is recommended to minimize migration of the sand or fine-grained soils into the pavement joints.

The geotextile which is sold in rolls of various sizes, should be installed per the manufacturer's recommendations and be overlapped a minimum of 2 feet. If a cement stabilized base with a stone interlayer is utilized as described earlier in this section, the geotextile fabric separator may be omitted. The geotextile fabric separator should meet the requirements of LSSRB Section 1019.

A geogrid soil reinforcement product may be utilized to minimize undercutting or chemical stabilization of soft soils, if encountered during proofrolling, in the pavement areas. The type and usability of a geogrid will depend on the severity of the unstable soils. If desirable, SITE Engineering should be contacted to provide alternative pavement sections which include the placement of geogrid reinforcement.

It is recommended that all utility pipe excavations and subsequent backfilling operations undertaken within the proposed pavement areas and for a distance of 2 feet within the perimeter of the pavement system be accomplished in accordance with LSSRB and/or governing municipality requirements. Where utility excavations traverse the pavement system, the upper 12 inches of utility trench backfill should consist of structural fill soils and/or the required pavement base materials meeting the classification requirements provided within this report.

In addition, water should not be allowed to pond behind curbs and saturate the pavement base. In down grade areas, granular base should extend through the slope to allow any water entering the base a path to exit. The subgrade or fill soils beneath the pavement base course should be sloped to facilitate drainage. Landscape areas within the pavement system or next to the building should not be allowed to drain under the pavement system or into the pavement base. If an aggregate or granular base is utilized, all storm water catch basins constructed within the pavement system should include a provision for permanent weep holes to allow drainage of the base course material. SITE Engineering can provide details for placement and construction of permanent weep holes at your request.

6.0 CONSTRUCTION CONSIDERATIONS

6.1 Construction Testing and Inspection

Many problems can be avoided or solved in the field if proper inspection and testing services are provided. It is recommended that the site preparation, foundation and floor slab construction, and pavement area construction be monitored by the geotechnical engineer or his representative.

Density tests should be performed to verify compaction and moisture content for any placed structural fill, pavement base material, or utility backfill. Each lift of fill or base material should be tested and approved by the soils engineer prior to placement of subsequent lifts. As a guideline, it is recommended that field density tests be performed at a frequency of not less than one test per 2,500 and 5,000 square feet of surface area per lift in the building and pavement areas, respectively, with a minimum of three tests per lift. Inspection should be performed prior to and during concrete placement. Foundation excavations should be observed by the soils engineer or his representative to verify that the exposed materials are suitable for support of the foundations.

It is recommended that SITE Engineering, Inc. be retained to provide observation and testing of construction activities involved in the foundations and pavements, earthwork, and related activities of this project. SITE Engineering, Inc. cannot accept any responsibility for any conditions which deviated from those described in this report, nor for the performance of the foundations and pavements if not engaged to also provide construction observation and testing for this project.

6.2 Moisture Sensitive Soils/Weather Related Concerns

The surficial soils encountered at this site are expected to be somewhat sensitive to changes in moisture content and may be soft and unstable if wet at the time of construction. During wet weather periods, increases in the moisture content of the soil may cause significant reduction in the soil strength and support capabilities. In addition, soils that become wet may be slow to dry and thus significantly retard the progress of grading and compaction activities. It will, therefore, be advantageous to perform earthwork and foundation construction activities during periods of dry weather. If the upper soils are saturated at the time of construction, removal and replacement or chemical stabilization will likely be required.

6.3 Drainage and Groundwater Concerns

Water should not be allowed to collect in the foundation excavations or floor slab areas, or on prepared subgrades of the construction area either during or after construction. Undercut or excavated areas should be sloped toward one corner to facilitate removal of any collected rainwater, groundwater, or surface runoff. Positive site surface drainage should be provided to reduce infiltration of surface water around the perimeter of the building and beneath the floor slab and pavement system.

Groundwater was initially encountered during the drilling operations at a depth of about 8 feet below the existing ground surface within the building borings (B-1 and B-2) performed at this site. The pavement borings (B-3 and B-4) did not encounter groundwater within the depth explored. It should be noted, however, that it is possible for a groundwater table to fluctuate depending upon climatic and rainfall conditions. Therefore, we recommend that the Contractor determine the actual groundwater levels at the site at the time of the construction activities.

It is recommended that the site be graded in anticipation of wet weather periods to help prevent water from “ponding” within the construction areas and/or flowing into excavations. Filtered sump pumps placed in the bottoms of excavations, or other conventional dewatering techniques, such as drainage swales or other methods approved by the geotechnical engineer, are expected to be suitable for control of surface or runoff water. However, if uncontrollable groundwater infiltration into the excavations is experienced during construction, SITE Engineering should be contacted.

6.4 Excavations

In Federal Register, Volume 54, No. 209 (October 1989), the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its "Construction Standards for Excavations, 29 CFR, part 1926, Subpart P". This document was issued to better ensure the safety of workmen entering trenches or excavations. It is mandated by this federal regulation that excavations, whether they be utility trenches, basement excavation or footing excavations, be constructed in accordance with the new OSHA guidelines. It is our understanding that these regulations are being strictly enforced and if they are not closely followed, the owner and the contractor could be liable for substantial penalties.

The contractor is solely responsible for designing and constructing stable, temporary excavations and should shore, slope, or bench the sides of the excavations as required to maintain stability of both the excavation sides and bottom. The contractor's "responsible person", as defined in 29 CFR Part 1926, should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state, and federal safety regulations.

We are providing this information solely as a service to our client. SITE Engineering, Inc. does not assume responsibility for construction site safety or the contractor's or other parties’ compliance with local, state, and federal safety or other regulations.

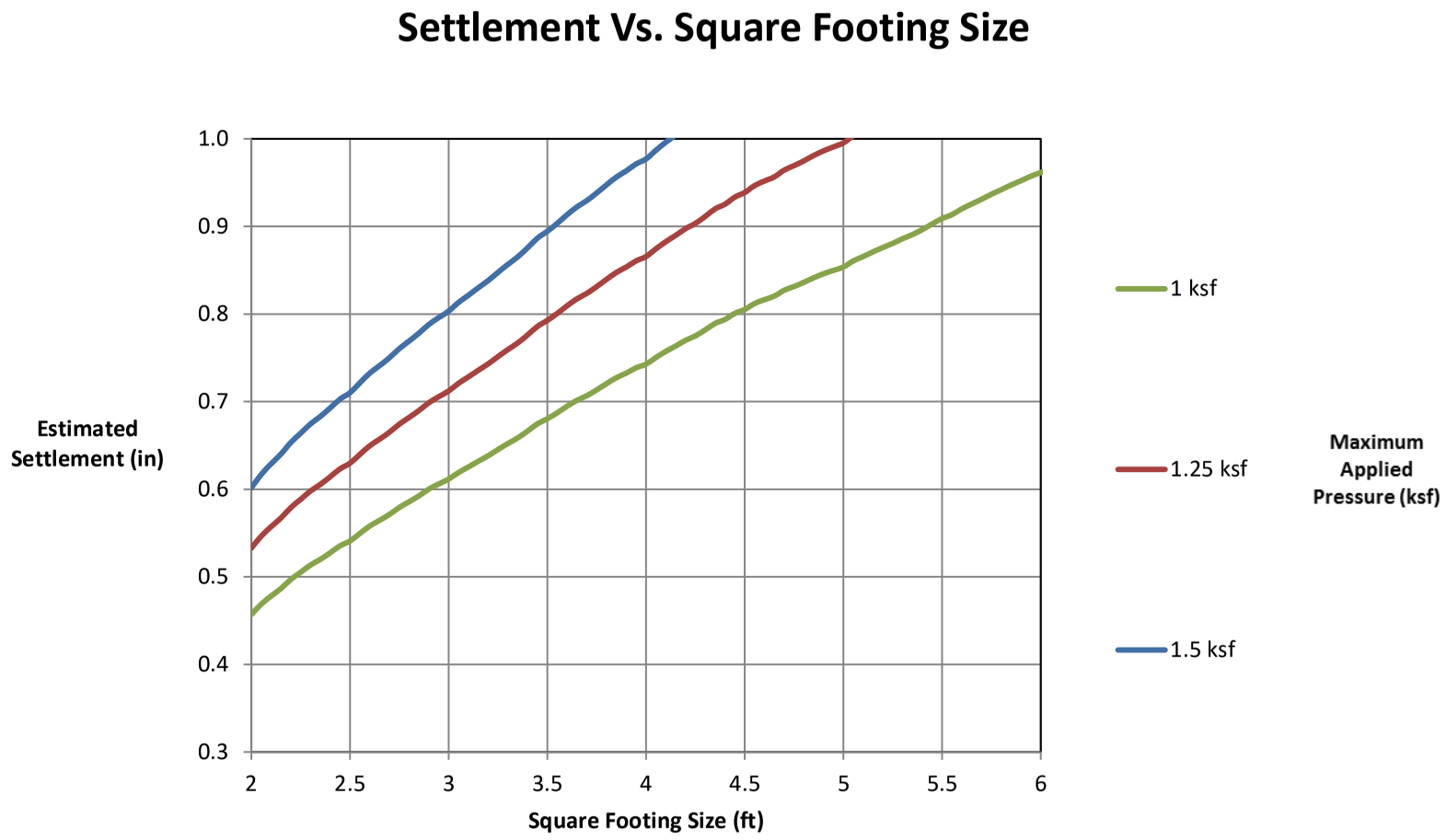
7.0 REPORT LIMITATIONS

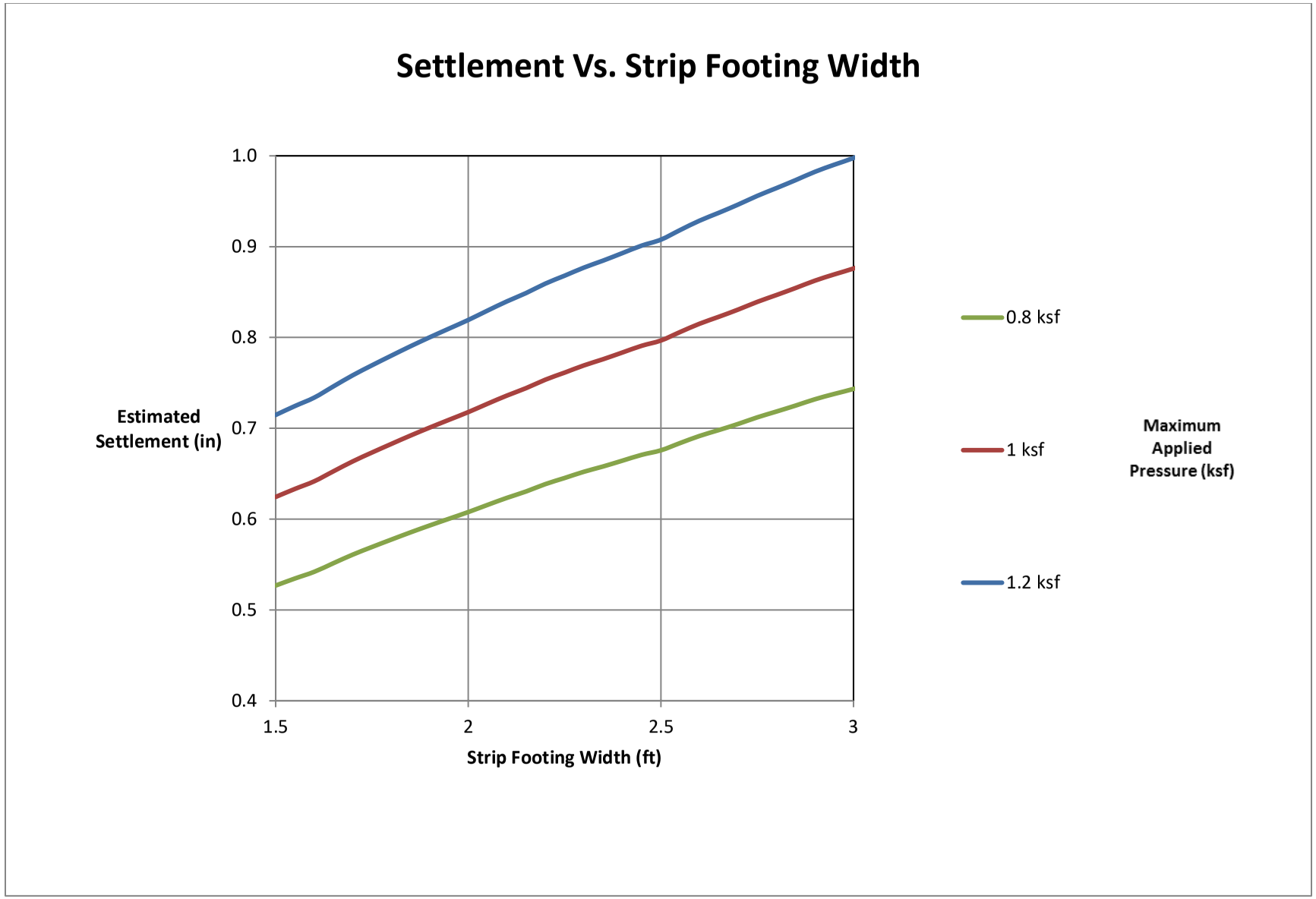
The recommendations submitted in this report are based on the available subsurface information obtained by SITE Engineering for the proposed project. If there are any revisions to the plans for this project, or if deviations from the subsurface conditions noted in this report are encountered during construction, SITE Engineering should be notified immediately to determine if changes in the recommendations are required. If we are not notified of such changes, SITE Engineering will not be responsible for the impact of those changes on the project.

The geotechnical engineer warrants that the findings, recommendations, specifications, or professional advice contained herein have been made in accordance with generally accepted professional geotechnical engineering practices in the local area. No other warranties are implied or expressed.

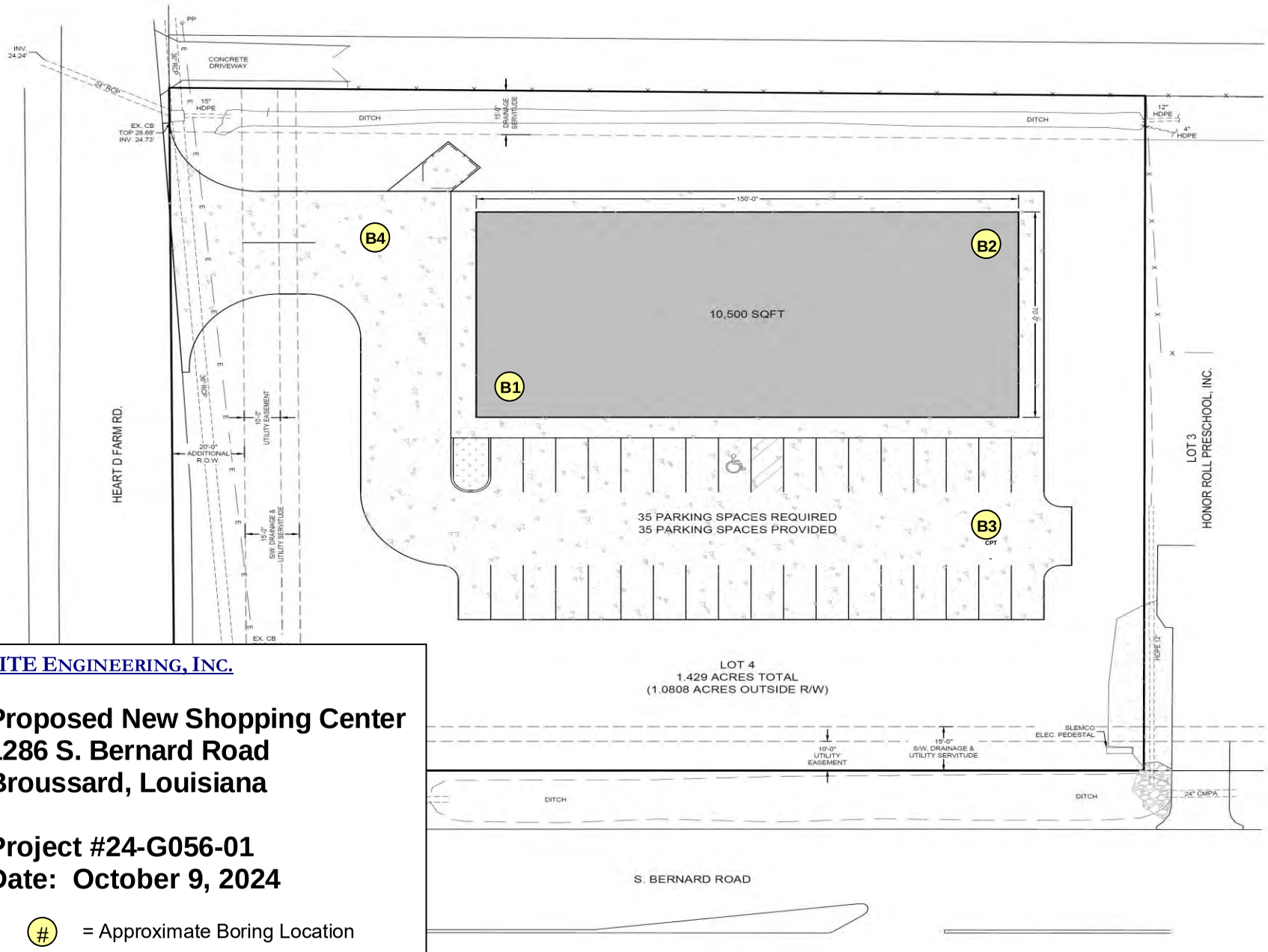
After the plans and specifications are more complete, the geotechnical engineer should be retained and provided the opportunity to review the final design plans and specifications to check that our engineering recommendations have been properly incorporated into the design documents. At that time, it may be necessary to submit supplemental recommendations. This report has been prepared for the exclusive use of Ms. Kelly Enkey or her assigns for the specific application to the proposed new shopping center to be constructed at the referenced location in Broussard, Louisiana.

APPENDIX


Settlement Vs. Square Footing Size
Estimated Settlement (in)
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
2
2.5
3
3.5
4
4.5
5
5.5
6
Square Footing Size (ft)
1 ksf
1.25 ksf
1.5 ksf
Maximum Applied Pressure (ksf)


Settlement Vs. Strip Footing Width
Estimated Settlement (in)
1.0
0.9
0.8
0.7
0.6
0.5
0.4
1.5
2
2.5
3
Strip Footing Width (ft)
0.8 ksf
1 ksf
1.2 ksf
Maximum Applied Pressure (ksf)

Boring Location Diagram



SITE ENGINEERING, INC.

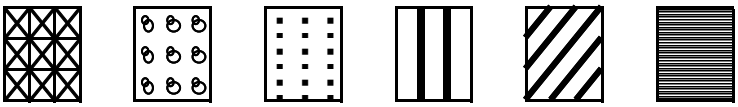
Proposed New Shopping Center
1286 S. Bernard Road
Broussard, Louisiana

Project #24-G056-01
Date: October 9, 2024

(#) = Approximate Boring Location

KEY TO TERMS AND SYMBOLS USED ON LOGS

SOIL TYPE

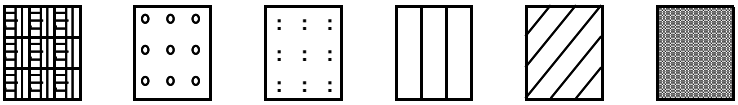


ROCK | GRAVEL | SAND | SILT | CLAY | PEAT

SAMPLE TYPE

NO SAMPLE | AUGER SAMPLE | SHELBY TUBE | SPLIT SPOON

MODIFIERS



STONE or CONCRETE | GRAVELY | SANDY | SILTY | CLAYEY | FILL or TOPSOIL

NO RECOVERY | ROCK CORE | 2" SHELBY TUBE | TXDOT CONE

UNIFIED SOIL CLASSIFICATION SYSTEM - ASTM D 2487-98

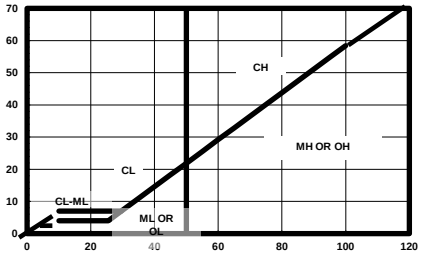
MAJOR DIVISIONS			LETTER SYMBOL	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS (LESS THAN 50% PASSING NO. 200 SIEVE)	GRAVEL & GRAVELY SOILS LESS THAN 50% PASSING NO. 4 SIEVE	CLEAN GRAVEL (LITTLE OR NO FINES	GW	WELL GRADED GRAVEL, GRAVEL-SAND MIXTURES WITH LITTLE OR NO FINES
			GP	POORLY GRADED GRAVEL, GRAVEL-SAND MIXTURES WITH LITTLE OR NO FINES
		W/ APPRECIA BLE FINES	GM	SILTY GRAVEL, GRAVEL-SAND-SILT MIXTURES
			GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES
	SANDS MORE THAN 50% PASSING NO. 4 SIEVE	CLEAN SANDS LITTLE FINES	SW	WELL GRADED SAND, GRAVELY SAND (LITTLE FINES)
			SP	POORLY GRADED SANDS, GRAVELY SAND (L.FINES)
		SANDS WITH APPREA. FINES	SM	SILTY SANDS, SAND-SILT MIXTURES
			SC	CLAYEY SANDS,SAND-CLAY MIXTURES
FINE GRAINED SOILS (MORE THAN 50% PASSING NO. 200 SIEVE)	SILTS AND CLAYS LIQUID LIMIT LESS THAN 50		ML	INORGANIC SILTS & VERY FINE SANDS,ROCK FLOUR SILTY OR CLAYEY FINE SANDS OR CLAYEY SILT W/ LOW PI
			CL	INORGANIC CLAY OF LOW TO MEDIUM PI LEAN CLAY GRAVELY CLAYS, SANDY CLAYS, SILTY CLAYS
			OL	ORGANIC SILTS & ORGANIC SILTY CLAYS OF LOW PI
	SILTS AND CLAYS LIQUID LIMIT GREATER THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS
			CH	INORGANIC CLAYS OF HIGH PLASTICITY FAT CLAYS
			OH	ORGANIC CLAYS OF MED TO HIGH PI, ORGANIC SILT
HIGHLY ORGANIC SOIL			PT	PEAT AND OTHER HIGHLY ORGANIC SOILS
UNCLASSIFIED FILL MATERIALS			ARTIFICIALLY DEPOSITED AND OTHER UNCLASSIFIED SOILS AND MAN-MADE SOIL MIXTURES	

CONSISTENCY OF COHESIVE SOILS

CONSISTENCY	UNCONFINED COMPRESSIVE STRENGTH IN TONS/FT^2
VERY SOFT	0.0 TO 0.25
SOFT	0.25 TO 0.50
FIRM	0.50 TO 1.0
STIFF	1.0 TO 2.0
VERY STIFF	2.0 TO 4.0
HARD	> 4.0 OR 4.0+

RELATIVE DENSITY - GRANULAR SOILS

CONSISTENCY	N-VALUE (BLOWS/FOOT)
VERY LOOSE	0-4
LOOSE	4-9
MEDIUM DENSE	10-29
DENSE	30-49
VERY DENSE	> 50 OR 50+



ABBREVIATIONS

Qp - HAND PENETROMETER
Qt - TORVANE
MV - MINIATURE VANE
Qu - UNCONFINED COMPRESSION TEST
UU - UNCONSOLIDATED UNDRAINED TRAIXIAL
CU - CONSOLIDATED UNDRAINED

▼ GROUNDWATER FIRST ENCOUNTERED

▽ (? HRS) DELAYED GROUNDWATER READING W/ ELAPSED TIME

CLASSIFICATION OF GRANULAR SOILS

U.S. STANDARD SIEVE SIZE(S)

6"	3"	3/4"	4	10	40	200

BOULDERS	COBBLES	GRAVEL		SAND			SILT OR CLAY	CLAY
		COARSE	FINE	COARSE	MEDIUM	FINE		

152	76.2	19.1	4.76	2.0	0.42	0.074	0.002

GRAIN SIZE IN MM

LOG OF BORING B-1

Proposed New Shopping Center

1286 S. Bernard Road

Broussard, Louisiana

TYPE OF BORING: Solid Flight Auger

SITE Project #: 24-G056

DEPTH, FT.	SOIL TYPE	SAMPLE TYPE	SOIL DESCRIPTION **SURFACE ELEVATION:** Existing Grade	N-VALUE, blows per foot	UNCONFINED COMPRESSIVE STRENGTH (Qu), tsf	HAND PENETROMETER (Qp), tsf	TORVANE (Qt), tsf	UNIT DRY WEIGHT pcf	MOISTURE CONTENT, %	LIQUID LIMIT	PLASTICITY INDEX	% PASSING #200 SIEVE
			8" Silty Clay topsoil / Stiff brown lean CLAY (CL) with silt			2.5			29			
					1.36	2.0		93	28	44	21	
					1.01	1.5		88	31			
5			Soft brown lean CLAY (CL) with silt		0.42		0.20	85	31	44	22	
			▼				0.20		35			
10							0.20		37			
15					0.40		0.20	86	33			
			Stiff reddish brown and brown sandy lean CLAY (CL) with silt									
20						3.0			23			68
25						2.5			23			56
			Boring terminated at 25 feet below grade									
30												
35												
40												
45												
50												

DEPTH OF BORING: 25 Feet Below Existing Grade

DEPTH TO GROUNDWATER: 8 Feet Below Existing Grade

DATE OF BORING: September 13, 2024

SITE Engineering, Inc.

LOG OF BORING B-2

Proposed New Shopping Center

1286 S. Bernard Road

Broussard, Louisiana

TYPE OF BORING: Solid Flight Auger — SITE Project #: 24-G056

DEPTH, FT.	SOIL TYPE	SAMPLE TYPE	SOIL DESCRIPTION	N-VALUE, blows per foot	UNCONFINED COMPRESSIVE STRENGTH (Qu), tsf	HAND PENETROMETER (Qp), tsf	TORVANE (Qt), tsf	UNIT DRY WEIGHT pcf	MOISTURE CONTENT, %	LIQUID LIMIT	PLASTICITY INDEX	% PASSING #200 SIEVE
			SURFACE ELEVATION: Existing Grade									
			9" Silty Clay topsoil / Stiff brown lean CLAY (CL) with silt			4.0			27			
					1.81	3.0		92	28			
5					1.16	1.5		88	31	47	24	
						2.0			31			
			Soft brown lean CLAY (CL) with silt ▼		0.33		0.20	86	32	45	23	
10							0.20		35			
15							0.20		39			
			Stiff brown lean CLAY (CL) with silt and trace sand									
20					1.93	3.0		108	21			92
			Very stiff reddish brown and brown fat CLAY (CH) with sand									
25					3.13	4.0		103	25			82
			Boring terminated at 25 feet below grade									
30												
35												
40												
45												
50												

DEPTH OF BORING: 25 Feet Below Existing Grade — **DEPTH TO GROUNDWATER:** 8 Feet Below Existing Grade

DATE OF BORING: September 13, 2024

SITE Engineering, Inc.

LOG OF BORING B-3

Proposed New Shopping Center

1286 S. Bernard Road

Broussard, Louisiana

TYPE OF BORING: Solid Flight Auger

SITE Project #: 24-G056

DEPTH, FT.	SOIL TYPE	SAMPLE TYPE	SOIL DESCRIPTION	N-VALUE, blows per foot	UNCONFINED COMPRESSIVE STRENGTH (Qu), tsf	HAND PENETROMETER (Qp), tsf	TORVANE (Qt), tsf	UNIT DRY WEIGHT pcf	MOISTURE CONTENT, %	LIQUID LIMIT	PLASTICITY INDEX	% PASSING #200 SIEVE
			SURFACE ELEVATION: Existing Grade									
			10" Silty Clay topsoil / Very stiff brown lean CLAY (CL) with silt			4.5+			23			
					2.12	3.0		94	27	49	25	
5						2.5			29			
			Boring terminated at 5 feet below grade									
10												
15												
20												
25												
30												
35												
40												
45												
50												

DEPTH OF BORING: 5 Feet Below Existing Grade

DEPTH TO GROUNDWATER: Not Encountered During Drilling

DATE OF BORING: September 13, 2024

SITE Engineering, Inc.

LOG OF BORING B-4

Proposed New Shopping Center

1286 S. Bernard Road

Broussard, Louisiana

TYPE OF BORING: Solid Flight Auger

SITE Project #: 24-G056

DEPTH, FT.	SOIL TYPE	SAMPLE TYPE	SOIL DESCRIPTION	N-VALUE, blows per foot	UNCONFINED COMPRESSIVE STRENGTH (Qu), tsf	HAND PENETROMETER (Qp), tsf	TORVANE (Qt), tsf	UNIT DRY WEIGHT pcf	MOISTURE CONTENT, %	LIQUID LIMIT	PLASTICITY INDEX	% PASSING #200 SIEVE
			SURFACE ELEVATION: Existing Grade									
			8" Silty Clay topsoil / Stiff brown lean CLAY (CL) with silt			2.5			38			
						2.5			27	45	22	
5					1.27	2.0		99	29			
			Boring terminated at 5 feet below grade									
10												
15												
20												
25												
30												
35												
40												
45												
50												

DEPTH OF BORING: 5 Feet Below Existing Grade

DEPTH TO GROUNDWATER: Not Encountered During Drilling

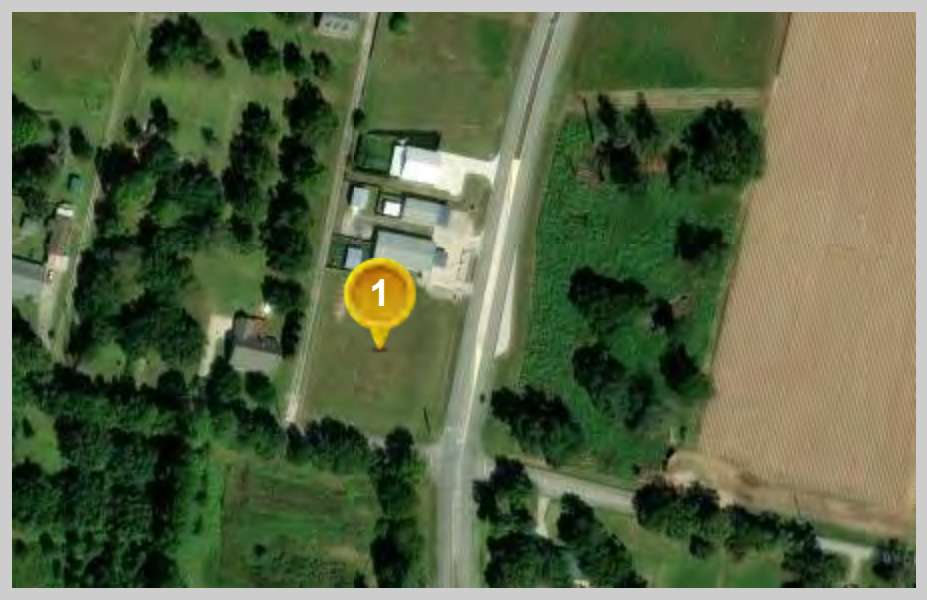
DATE OF BORING: September 13, 2024

SITE Engineering, Inc.

Email Print

Louisiana Flood Map

S Bernard Flood Map



Visible Layers

- Effective FIRM
- Imagery

Point Coordinates

Point #	Lat., Long.
1	30.1304, -91.9774

Flood information in this table is from the: Effective FIRM

Point	Panel ID	Flood Zone	BFE	Ground Elevation	LOMR
1	22055C0200J 12/21/2018	X-AREA OF MINIMAL FLOOD HAZARD	out	28.6	N/A

1. ***Ground Elevation*** *is provided by USGS's elevation web service which provides the best available data for the specified point. If unable to find elevation at the specified point, the service returns an extremely large, negative value (-1.79769313486231E+308).*

Floodplain data that is shown on this map is the same data that your flood plain administrator uses. This web product is not considered an official FEMA Digital Flood Insurance Rate Map (DFIRM). It is provided for information purposes only, and it is not intended for insurance rating purposes. Please contact your local floodplain administrator for more information or to view an official copy of the FIRM or DFIRM.

NOTE:
BASIS OF BEARINGS:
GRID NORTH OBTAINED FROM GPS OBSERVATION
LOUISIANA STATE PLANE COORDINATE SYSTEM
NAD 83 (2011), LA SOUTH ZONE (1702)

NOTE:
DATES OF FIELD SURVEY
6-12-2024
10-9-2025
11-5-2025 (SET CORNERS)

NOTE:
No. OF LOTS - 2
TOTAL LOT ACREAGE - 1.429 ACRES
MINIMUM LOT ACREAGE - 0.529 ACRES (LOT 4-A)
MINIMUM FRONTAGE - 100.00' (LOT 4-A)

NOTE:
SEWERAGE - CITY OF BROUSSARD
WATER - CITY OF BROUSSARD
TELEPHONE - AT&T
GAS - CENTERPOINT ENERGY
ELECTRIC - SLEMCO
STREETS - ASPHALT
DRAINAGE - OPEN DITCH

NOTE:
THIS PROPERTY IS ZONED AMBASSADOR CAFFERY COMMERCIAL AND IS LOCATED IN VOTING DISTRICT 6.

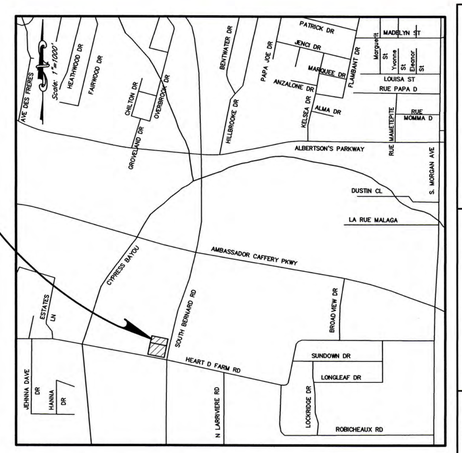
NOTE:
FENCES ARE NOT PERMITTED TO BE CONSTRUCTED ACROSS ANY PUBLIC UTILITY OR DRAINAGE EASEMENT.

NOTE:
ALL IMPROVEMENTS ARE TO COMPLY WITH CHAPTER 5: DESIGN STANDARDS OF "REGULATIONS GOVERNING THE SUBDIVISION OF LAND IN THE CITY OF BROUSSARD, LOUISIANA, ADOPTED FEBRUARY 11, 2020"

LEGEND
- R/W LINE
- EASEMENT LINE
- FENCE LINE
- OLD LOT LINE
- OE OVERHEAD ELECTRIC
- (100) MUNICIPAL NUMBER
- POWER POLE
- GUY WIRE
- WV WATER VALVE
- TELEPHONE PEDESTAL
- FIRE HYDRANT
- FND FOUND
- I.R. IRON REBAR
- CATCH BASIN

PROPERTY SHOWN

Scale: 1"=30'



VICINITY MAP

0 1000 2000

SCALE: 1" = 1000'

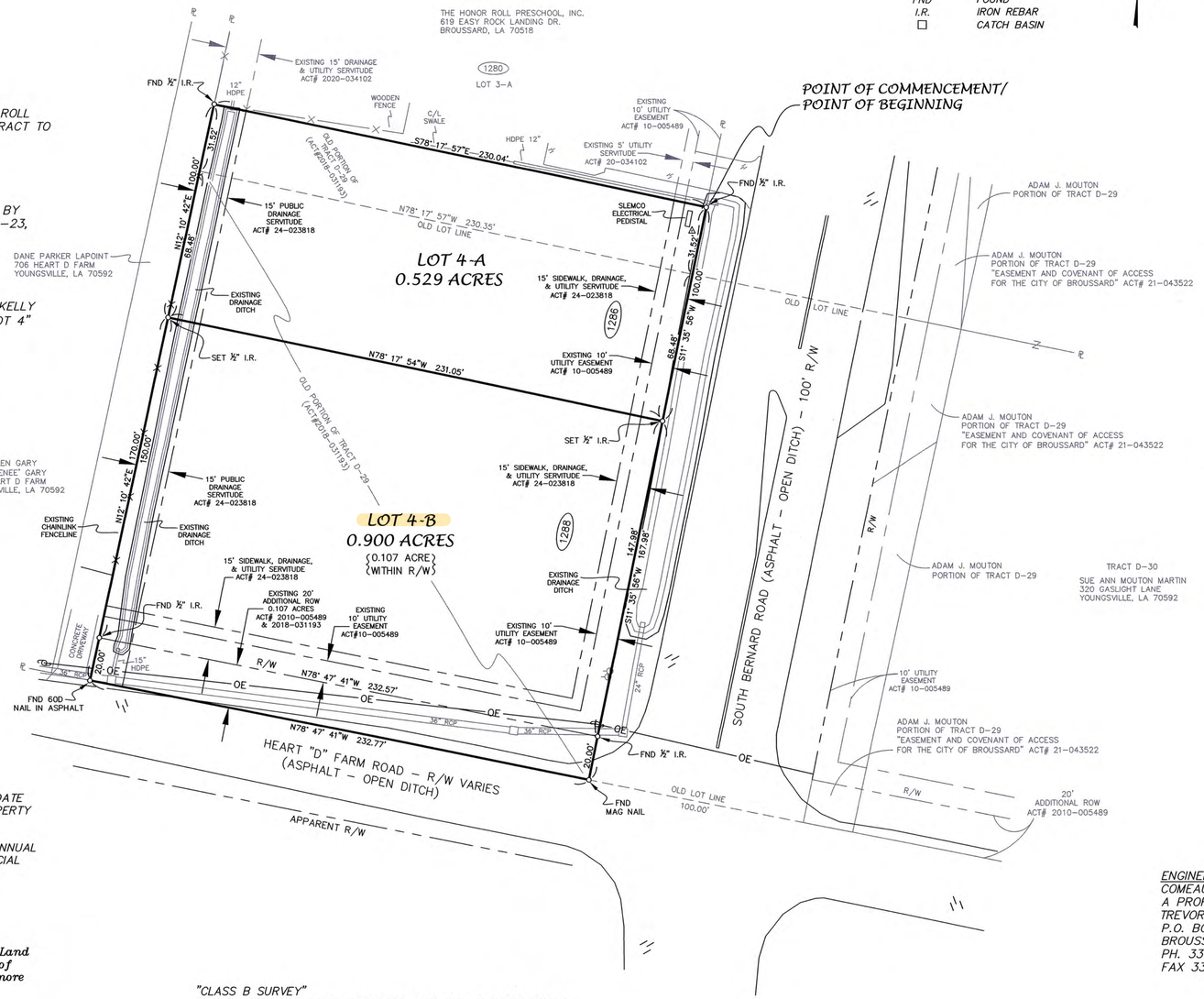
REFERENCE PLATS:
"RIGHT OF WAY MAP MOUTON PROPERTIES"
PREPARED BY: WALTER S. COMEAUX III
PLAT DATED: FEBURARY 9, 2010
(ACT#2018-031193)

"PLAT OF SURVEY SHOWING PROPERTY OF THE HONOR ROLL PRESCHOOL, INC. COMBINING LOT 3 & AN ADJACENT TRACT TO FORM A NEW LOT TO BE KNOWN AS LOT 3-A"
PREPARED BY: CRAIG P. SPIKES
PLAT DATED: SEPTEMBER 3, 2020
(ACT#2020-034102)

"FINAL PLAT SHOWING PARTITION OF PROPERTY OWNED BY ADAM JOSEPH MOUTON, BEING A PORTION OF TRACT D-23, D-26 & D-29, CREATING LOTS 1 & 2"
PREPARED BY: WALTER S. COMEAUX III
PLAT DATED: NOVEMBER 9, 2021
(ACT#2021-056652)

"FINAL PLAT SHOWING PROPERTY OWNED BY JASON & KELLY ENKEY, BEING PORTIONS OF TRACT D-29, CREATING LOT 4"
PREPARED BY: TREVOR L. EVANS
PLAT DATED: JULY 1, 2024
(ACT#2024-023818)

REFERENCES:
SERVITUDE - (ACT#2010-005489)
CORRECTION - (ACT#2018-031193)
EASEMENT - (ACT#2021-043522)
CASH SALE - (ACT#2024-013599)



NOTE:
ACCORDING TO THE FEMA FIRM MAP WITH AN EFFECTIVE DATE OF DECEMBER 21, 2018, PANEL #22055C0200J, THIS PROPERTY IS DETERMINED TO BE LOCATED IN ZONE X.

ZONE X- AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AND NOT CONSIDERED TO BE A SPECIAL FLOOD HAZARD AREA

LEGAL DESCRIPTION

That certain tract of land situated in Section 48, T-10-S, R-5-E, Louisiana Meridian, Southwestern Land District, City of Broussard, Lafayette Parish, State of Louisiana. Said tract contains 1.429 acres and is more fully described as follows:

Commencing at the Point of Beginning, being the northeast corner of Lot 4-A, formerly Lot 4 and the southeast corner of Lot 3-A;

thence South 11°35'56" West, a distance of 267.98 feet;
thence North 78°47'41" West, a distance of 232.77 feet;
thence North 12°10'42" East, a distance of 270.00 feet;
thence South 78°17'57" East, a distance of 230.04 feet;

to the Point of Beginning.

"CLASS B SURVEY"
THIS SURVEY WAS DONE IN ACCORDANCE WITH THE PROVISIONS OF L.A.-R.S. 33.5051 AND THE LAWS AND ORDINANCES OF LAFAYETTE PARISH (BROUSSARD SUBDIVISION REGULATIONS).

NO ATTEMPT HAS BEEN MADE BY THE SURVEYOR OR COMEAUX ENGINEERING & CONSULTING TO VERIFY TITLE, ACTUAL LEGAL OWNERSHIP, SERVITUDES, EASEMENTS, RIGHTS OF WAY OR OTHER BURDENS ON THE PROPERTY OTHER THAN THAT FURNISHED BY THE OWNER OR HIS/HER REPRESENTATIVE.

I CERTIFY THAT THIS PLAT REPRESENTS AN ACTUAL GROUND SURVEY, PREFORMED BY MYSELF AND/OR UNDER MY DIRECT SUPERVISION AND CONTROL, IN ACCORDANCE WITH THE APPLICABLE MINIMUM STANDARDS OF BOUNDARY SURVEYING FOR A CLASS "B" SURVEY, AS ADOPTED BY THE LOUISIANA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.

11/6/25
TREVOR L. EVANS, P.L.S., LICENSE NO. 5313

STATE OF LOUISIANA
TREVOR L. EVANS
License No. 5313
PROFESSIONAL
LAND SURVEYOR

ENGINEER/SURVEYOR
COMEAUX ENGINEERING & CONSULTING
A PROFESSIONAL CORPORATION
TREVOR L. EVANS, P.L.S. NO. 5313
P.O. BOX 452
BROUSSARD, LOUISIANA 70518
PH. 337-837-2210
FAX 337-837-2217

OWNER/DEVELOPER
JASON ENKEY
KELLY ENKEY
619 EASY ROCK LANDING DR.
BROUSSARD, LA 70518
(318) 663-1491

FINAL PLAT SHOWING PARTITION OF PROPERTY OWNED BY
JASON & KELLY ENKEY
BEING LOT 4
CREATING LOTS 4-A & 4-B
GRAPHIC SCALE 1"=30'
30 0 30 60 90

COMEAUX
ENGINEERING & CONSULTING

FINAL PLAT SHOWING PARTITION OF PROPERTY OWNED BY
JASON & KELLY ENKEY
BEING LOT 4
CREATING LOTS 4-A & 4-B
A COMMERCIAL DEVELOPMENT
LOCATED IN SECTION 48, T-10-S, R-5-E
CITY OF BROUSSARD
LAFAYETTE PARISH, LOUISIANA

CLASS B SURVEY
DATE: OCTOBER 9, 2025

COMEAUX ENGINEERING & CONSULTING
A PROFESSIONAL CORPORATION
P.O. BOX 452
BROUSSARD, LOUISIANA 70518

2024041_SUBDIVIDE_PLAT_10-9-2025.dwg

JOB: 2024041