

AUGUST 8, 2023

THE ACADIA PARISH POLICE JURY met on the above date at 6:00 p.m., in the Police Jury Meeting Room, Courthouse Building, Crowley, Louisiana, in regular session with President, Chance Henry presiding. At the request of the President, a prayer was offered and the Pledge of Allegiance was recited in unison. The roll was called and final attendance was recorded as follows:

Walter Andrus
Jeffery Morgan
Gordon Morgan
Steve Comeaux
A.J. Credeur
Pat Daigle
Chance K. Henry

Quorum present.

A motion was offered by A.J. Credeur, seconded by Pat Daigle, and carried unanimously, to dispense with the reading and approve the minutes of the June 13, 2023 and July 11, 2023 Regular Meeting, as written.

Amendments were made to the agenda for the following:

1. Discuss with possible action renewing Temporary Housing Assistance Waiver Board.

Ashley Leblanc spoke to the jurors and gave clarification. This was implemented by the state based off of state legislation that requires the state to offer expedited temporary housing assistance. Every parish and municipality within each parish has to either opt in or opt out. Due date is September 1, 2023.

A motion was made by Steve Comeaux, seconded by Walter Andrus, and carried unanimously, to add the amendment item to the agenda.

A motion was offered by Steve Comeaux, seconded by Gordon Morgan, and carried unanimously to opt in on renewing Temporary Housing Assistance Waiver Board.

Public comments were made on agenda item #6, Discuss with possible action Pointe Noir Subdivision. Jeff Correll spoke to the jury on behalf of the developer in favor of Pointe Noir Subdivision.

Jeff Correll said he came before the jury a few months ago with an application that was deemed fully compliant with the statute but there were some concerns raised by the jury and citizens regarding different issues. One of the issues being traffic parked in the roadway. They have come today with the same application with an offer or request for approval contingent on the developer building driveways that are 22 by 45. Jacob Gerald, engineer for Pointe Noir Subdivision, can confirm that it would allow for better parking. Jeff said that with the amendment or condition, they feel like the concern of vehicle traffic or parked vehicles in the road would be alleviated and therefore, they're asking the jury to approve the development of Pointe Noir Subdivision.

Huey Bryan Borill, Secretary-Treasurer, spoke to Jeff Correll and asked "Is that going to add culverts to the situation?" Jeff answered, "I am not an engineer, I don't know that Mr. Borill, but if it needs to, it can. If it doesn't, it can be limited to one. I think either way the developer would be open."

Steve Comeaux, District 8 juror, asked Jeff if each house would have their own culvert or is it going to be a shared driveway? In which Jeff responded and said that everyone would have a culvert and as the culvert size, they would defer to the engineer on what the size

would be.

Doug Wimberly, attorney, spoke to the jurors on the litigation on Pointe Noir Subdivision mentioning that Judge Privat issued a ruling denying the Writ Mandamus.

Doug Wimberly had met with President Chance K. Henry and Secretary-Treasurer, Huey Bryan Borill and discussed the need for having some experts look at the drainage and traffic. In part because Judge Privat did make a statement that he didn't drainage was going to be an issue. They retained the services of Mader Engineering, Tim Mader was present and also retained the services of Dean Teakel who is an expert in traffic studies. They prepared reports to advise the jury.

Dean, traffic engineer, spoke to the jury. In order for him to give recommendations to the jury, he went view Pointe Noir which he found it to about 4.2 miles long, runs west from LA 35 and terminates at Mahaw Lane. It roughly parallels LA 370. The posted speed limit is 35 miles per hour. They conducted a speed study on August 6, 2023 and found that 85% of the vehicles on Pointe Noir were operating at speeds of 45 mph or less. In that, 60% of the vehicles traveled between 33 and 42 mph. He said what's interesting about that is the speed data shows that even though it's posted at 35mph, Pointe Noir is operating typically as a high-speed roadway, a 40 to 50 mph roadway. They conducted 24-hr traffic counts at the intersection of LA 35 and Pointe Noir on July 18, 2023 and July 19, 2023. They found that there were 548 per day using Pointe Noir at the intersection. There were over 4,000 on LA 35 in that 24-hr period. He mentioned that the developer is proposing to add 26 additional lots to the 4 that have already been built. Dean mentioned what was unusual looking at the parish subdivision regulations, the regulations seem to assume the developer will be building roads for their subdivisions to access and the tie in to the parish network, that way the subdivision only creates one or two connections to the parish roads. He mentioned that in this case, the developer is going to be providing driveways for each lot and that means 26 new driveways to the 4 already put out. The driveway is essentially a low-volume intersection and when 26 new driveways added in that short of space, it's more than 50 driveways per mile. According to the highway safety manual, rural two-lane roads that have over 50 driveways per mile can effectively have a crash rate three times higher. The traffic will increase by more than one third and as a result he recommended that the jury have the developer provide a traffic impact study that would analyze at least two issues. One being to determine the improvements the developer proposes to make Pointe Noir mitigate the increased crash risk all these new driveways create and the second is to determine that at LA 35 and Pointe Noir, if there, as the result of the developer, needs to be any offsite improvements at the intersection such as left turn lane or a right turn lane on LA 35 or Pointe Noir. Those improvements would need to be coordinated with DOTD right away. Dean mentioned to the jurors that there is a reason to be concerned about this development.

Jeff Correll had a few questions for Mr. Dean. He asked him if the developer did build his own roads and limited it to two entrances, would you feel like that would be a safe design? Dean responded yes, that would be a typical, more safe design. Jeff asked Dean about the reentrances, Dean responded, for 26 lots, 3 entrances sounds like a lot. Two would be safe. Jeff also asked if lowering the speed limit from 35mph to 25mph increase safety on the road. Dean said "I don't think so, it's been his experience that people tend to drive the roadway conditions and unless you get more traffic on the roadway or something environmentally happens, people are going to continue to operate. Unless you have very strict enforcement, people are going to continue to operate on the roadway as they see fit.

Tim Mader, engineer, spoke to the jury and gave them the report on Pointe Noir Subdivision. Reads as follows:

Mader Engineering was recently retained by the Acadia Parish Police Jury to determine if the Pointe Noir Subdivision, as currently proposed by the developer, would have an adverse impact on local drainage function. The proposed subdivision is approximately 8.9 acres and comprised of 30 single family lots, each approximately 13,000 square feet. The property is located along Pointe Noir Road and situated on a small ridge, with the majority of the property draining east in the roadside ditch along the north side of Pointe Noir Road towards LA HWY 35. The proposed subdivision includes no improvements to the Pointe

Noir Road roadway infrastructure, and all new homes would front on the existing parish road. The developer proposes utilizing the existing roadside open drainage ditch, installing culverts under each new driveway.

LIMITATIONS

Please note that this report presents the results of preliminary drainage calculations, and should not be considered a full drainage analysis or a final drainage impact report. This report is not to be used to determine flooding limits or to predict the frequency that roadside ditches would overtop. This report only explains the apparent intended changes in existing conditions proposed by the developer and opines whether those changes could have a positive, negative, or no impact on public drainage infrastructure. Also, we only considered the 24 lots of the subdivision that drain east to LA HWY 35. However, we would expect similar results should the rest of the development be analyzed.

METHODOLOGY

The drainage calculations and assumptions used for this report are typical for subdivision design and engineering review. The process involves the two main components of a drainage analysis: 1) Peak flow rate of stormwater runoff that would leave the subject area (HYDROLOGY) and 2) Capacity of the drainage system to convey stormwater (HYDRAULICS). To determine runoff, we used the Rational Method, which considers the size of the area being studied (in acres), the intensity of the storm (in inches/hour), and the ground surface conditions (soil, vegetation, new concrete, etc.). To determine the capacity of the drainage system we used the Manning's Equation, which considers size, slope, cross sectional geometry and material of an open channel or conduit. We used these methods in both the pre-development and the proposed post-development conditions to determine the effect of the changes in conditions.

HYDROLOGY

The catchment area that drains towards LA HWY 35 is approximately 26.5 acres. The total catchment dimensions would apparently not change from pre- to post- development. However, of the 26.5 acres, the hydrology of approximately 7.4 acres would be altered by the proposed development. The current land condition is undeveloped grassland. The grass, when recently observed, was approximately one foot tall. However, the developed area would become a combination of impervious roofs, concrete driveways, and mowed lawns. These new surface conditions allow for a much higher rate of runoff and less soil absorption than the existing condition. Therefore, using industry standard assumptions and calculations, it is my opinion that the development, as proposed, would result in a net increase in the rate of runoff of approximately 25 to 35%.

HYDRAULICS

The existing ditch along the north side of Pointe Noir Road is approximately 15-18 inches deep and has a bottom width of approximately 3 feet. The longitudinal slope of the ditch is a fall of approximately 0.20 to 0.25 feet per 100 feet. The full depth maximum flow capacity of the ditch, within the limits of the development, is 14 to 17 cubic feet per second (cfs). The developer is proposing to install 18 inch reinforced concrete pipes and 24 inch equivalent reinforced concrete arch pipes under the 24 driveways that will cross this roadside ditch that drains towards LA HWY 35. The longitudinal slope of the proposed pipes would also be 0.25 feet per 100 feet. The full flow hydraulic capacity of these two pipes sizes are 5.3 cfs and 9.4 cfs respectively. These values are substantially less than the hydraulic capacity of the existing ditch. Furthermore, each driveway pipe would introduce into the proposed drainage system additional capacity reduction due to culvert entrance and exit losses. The results would be cumulative across the 24 driveways. Therefore, using industry standard assumptions and calculations, it is my opinion that the development, as proposed, would result in a significant reduction in the capacity of the roadside drainage system. It is expected that the roadside ditch would overtop at an increased frequency in the post-development condition.

RECOMMENDATIONS

Upon reviewing information provided by Parish Attorney Doug Wimberly, we found that the "Preliminary Plat" approved by the Acadia Parish Planning Commission has since been revised. The most current proposed plat was not submitted to the Acadia Parish Planning Commission, and reviewed and approved by that body. Therefore, it is our recommendation that the Acadia Parish Police Jury reject this proposed plat and require that the Planning Commission review and take appropriate action on the latest version. Furthermore, as the legislative body of Acadia Parish, it is within your powers to use discretion to require that developers provide all necessary information, sometimes beyond the minimum requirements of the subdivision regulations, to assure that proposed improvements would not have unintended adverse impacts on citizens and businesses.

Based on the preliminary drainage analysis detailed above, we recommend that the developer be required to provide a comprehensive drainage impact analysis that shows the likely effect that all proposed improvements could have on the existing drainage system and the entire area it serves. It would also be within your powers to require that measures be added to the proposed improvements to mitigate such impacts, such as stormwater detention.

Doug Wimberly spoke to the jury and recommended that the jury act referring this subdivision back to the Planning Commission to approve this revised plan and also to require the developer to do the required traffic study and drainage study as laid out in the report.

A.J. Credeur, District 6 Juror, asked Karl Aucoin, engineer, what is it to build a street right now in a subdivision, what's the approximate cost per foot? Open Ditch. Karl Aucoin responded approximately \$200 per foot or two feet based on a twenty-foot-wide road with open ditch.

A motion was made by Steve Comeaux, seconded by Jeff Morgan and carried unanimously to move Pointe Noir Subdivision back to the Planning Commission with the recommendations from the engineering firm.

Jason Gossen spoke to the jury on Peach Bloom Estates on lot sizes. Lots are to be sold. One home per lot. These lots will not be constructed for rental. There is a setback of 160 feet minimum for driveway.

A motion was offered by A.J. Credeur, seconded by Pat Daigle and carried unanimously for final approval of Peach Bloom Estates.

A motion was offered by A.J. Credeur, seconded by Pat Daigle and carried to move forward with an Agricultural Emergency Permit.

Earl Garber spoke to the jury on the Acadiana Watershed District, Act 323.

A motion was offered by A.J. Credeur, seconded by Pat Daigle and carried unanimously to move forward with Acadiana Watershed District, Act 323.

A motion was offered by Gordon Morgan, seconded by Steve Comeaux and carried unanimously to move the September Committee Meeting from Tuesday, September 5, 2023 to Wednesday, September 6, 2023.

Bob Campbell, with Rostan's, and Ashley Leblanc, Emergency Management, spoke to the jury about insurance on the parish jail property, mainly the jail roof.

A motion was offered by Gordon Morgan, seconded by Jeff Morgan and carried unanimously to DE obligate the FEMA funds.

A motion was offered by Jeff Morgan, seconded by Gordon Morgan and carried unanimously to adopt a resolution for the purchase of an excavator for the parish road department in the amount of \$100,739.52 and an additional \$3,685 for comprehensive warranty for four years or up to 4,000 hours.

A motion was offered by Gordon Morgan, seconded by Walter Andrus and carried unanimously to adopt a resolution awarding LCDBG FY 2022 Street Improvements project to Elliot Construction, LLC as being the low bidder in the amount of \$694,120.00.

A motion was offered by Steve Comeaux, seconded by Jeff Morgan and carried unanimously to adopt a resolution awarding Phase IIIB- Airfield Drainage Improvements project to Hackley Enterprises, LLC as being the low bidder in the amount of \$344,375.84.

A motion was offered by Steve Comeaux, seconded by Walter Andrus and carried unanimously to adopt a resolution to accept Lexington Road Reconstruction project as constructed by Glenn Lege Construction, LLC as being complete on July 17, 2023.

A motion was offered by A.J. Credeur, seconded by Pat Daigle and carried unanimously to adopt a resolution approving the holding of an election in Fire Protection District No. 1 of Acadia Parish, State of Louisiana, on Saturday, November 18, 2023, to authorize the levy of a parcel fee therein.

A Roll Call Vote was taken:

YEAS: Walter Andrus, Jeffery Morgan, Gordon Morgan, Steve Comeaux, A.J. Credeur, Pat Daigle, Chance K. Henry

NAYS: N/A

ABSTAIN: N/A

ABSENT: N/A

The Monthly Permit office report was reviewed.

The presentation of the monthly financials, which included budget to actual comparison on the general fund and all major funds was given by Nicole D. Broussard, CFO/CPA.

THERE BEING NO FURTHER BUSINESS TO COME BEFORE THE MEETING, THE MOTION WAS OFFERED BY MR. STEVE COMEAUX, SECONDED BY MR. GORDON MORGAN THAT THE MEETING ADJOURN UNTIL THE NEXT REGULARLY SCHEDULED MEETING ON TUESDAY, OCTOBER 12, 2023 AT THE HOUR OF 6:00 P.M.

/s/ Huey Bryan Borill
HUEY BRYAN BORILL
SECRETARY-TREASURER

/s/ Chance K. Henry
CHANCE K. HENRY
PRESIDENT