

# ENGINEERING AND ECONOMIC FEASIBILITY REPORT

For  
RECOMMENDED  
CAPITAL IMPROVEMENT PROGRAM FOR ROADS AND BRIDGES

For The  
  
PARISH OF LAFAYETTE



Prepared in compliance with Lafayette City-Parish Consolidated Government Home Rule Charter

*Department of Public Works*

LAFAYETTE CITY-PARISH CONSOLIDATED GOVERNMENT

November 20, 2008

## **ROAD & BRIDGE IMPROVEMENTS**

**November 20, 2008**

Funds available to Lafayette Parish with which to improve its rural road infrastructure have been in decline since the last half of the 1990's. The decline of Parish Road Transportation Funds and the loss of sales taxes and revenues from Municipal annexation have made it very difficult for the Parish to maintain the over 485 miles of roads within the unincorporated area. Growth in the revenues from the Parish Road and Bridge property tax has not kept pace with the costs associated with road and bridge maintenance and construction.

When roads are not adequately maintained or rehabilitated in a timely fashion, often times extreme base failures occur leading to much greater cost to rehabilitate. This has become the case in many of Lafayette Parish's roads at this time.

It is presently estimated that approximately sixty-two (62) miles of Parish roads are rated Condition 1 (critical), and require rehabilitation at this time. Additionally, it is estimated that approximately thirty-eight (38) miles of roadway are rated Condition 2 (poor) and would require major patching and resurfacing. These roads, if improvements are not done soon, will only deteriorate further and be more costly to rehabilitate at a later date, or in the worst case, would have to be returned to aggregate surfacing.

Additionally, seventeen (17) bridges have been identified as being in need of replacement. Failure to act in a timely manner could require closure of some or all of the involved bridges.

With the limited funding currently available for Parish road and bridge improvement projects, Lafayette Parish roads and bridges will continually worsen. If not soon confronted with a solution, roadway problems will become even more costly to correct.

**Roads that are eligible for rehabilitation in no particular order of priority include, but are not limited to the following:**

- Acomb Drive
- Alvin Drive
- Amhurst Road
- Anderson Road
- Andover Road
- Andres Road
- Androcles Road
- Ante Bellum Road
- Autumnfield Drive
- Barataria Drive
- Bayou Bend Circle
- Bellevedere Avenue
- Birdsong Road
- Bowie Bend Road
- Briarfield Drive
- Burlington Avenue
- Camus Road
- Cardinal Drive
- Carla Road
- Cassandra Lane
- Catholique Road
- Channing Circle
- Chelsea Drive
- Chemin Agreeable Street
- Chemin Metairie Street
- Chickamunga Avenue
- Citadel Drive
- Civic Lane
- Cockpit Road
- Copperton Road
- Countryside Drive
- Craftsman Road
- Cypress Cove
- D. Hess Road
- Decatur Lane

- Delhomme Avenue
- Denmark Road
- Duhon Road
- Easement Road
- Espasie Lane
- Esteva Road
- Exposition Drive
- Fallfield Circle
- Fallis Road
- Fatima Road
- Fir Drive
- Gabriel Street
- Garden Gate
- Gendarme Road
- Gettysburg Drive
- Gina Drive
- Girouard Road, North
- Girouard Road, South
- Glaser Drive
- Gordon Crockett Drive
- Greenleaf Drive
- Gumbelton Mallet Road
- Hagan Road
- Henderson Road
- Herlil Circle
- Hermitage Avenue
- Hernandez Road
- Highfield Drive
- Holmshire Drive
- Hugh Wallis Road, South
- Hunt Club Road
- Jeff Davis Drive
- Jenny Lane
- Jogg Road
- Jollene Drive
- Kaiser Drive
- Kimball Drive

- La Rue Des Familles
- Lacassine Road
- Lagneaux Road
- Lajaunie Road
- Landry Road
- Le Violon Road
- Lebesque Road
- Leggett Drive
- Lepinay Road
- Little Farms Road
- Lodias Road
- Lord Boulevard
- Louveteau Road
- Mahagony Drive
- Marcelle Drive
- Marteau Road
- Martin Prejean Road
- Meche Road
- Musique Road, East
- Musique Road, West
- Myia Lane
- New Hope Road
- O. Melancon Road
- Park Lane
- Park Center Street
- Pebble Beach Drive
- Perimeter Road
- Petitjean Road
- Petroleum Road
- Philomine road
- Pillette Road
- Pope Drive
- Prairie Lane
- Queens Row
- Racca Road
- Raggio Road
- Raphael Drive

- Renaud Drive
- Robbie Street
- Romero Road
- Rousseau Road
- Rue Bon Mot
- Rue Scolastique
- Ruffian Drive
- Ryder Drive
- Serenity Road
- Shell Lane
- Siesta Drive
- Smith-Reed Road
- Snipe Road
- Sonnier Road
- St. Clair Road
- St. Espirit Road
- St. Etienne Road
- St. Margarite Street
- Sun Village Dive
- Teurlings Drive
- Thoroughbred Drive
- Tiffany Lane
- Titan Drive
- Tracteur Road
- Troy Drive
- Tuscany Valley Drive
- Twin Lakes Drive
- Veterinarian Road
- Vicksburg Drive
- Vivian Drive
- Wagon Trail Road
- Water Birch Lane
- Weeks Drive, East
- Whipple Avenue
- Windbrook Drive
- Windchimes Drive
- Windfern Drive

- Windrose Lane
- Windsong Drive
- Winterfield Drive

**Total estimated cost for road rehabilitation: \$16,000,000**  
**(includes issuance costs)**

**Bridges in need of replacement in no particular order of priority include, but are not limited to the following:**

- Bayou Tortue Road Bridge
- Cocodril Road Bridge
- Kidder Road Bridge
- LeBlanc Road Bridge
- Bruce Street Bridge
- Hoffpauir Road Bridge\*
- Sellers Road Bridge
- Rue Des Babineaux Bridge #1
- Rue Des Babineaux Bridge #2
- Rue Des Babineaux Bridge #3
- South Dearborne Road Bridge
- Hapsburg Lane Bridge
- Beau Bassin Road Bridge
- Mermentau Road Bridge
- St. Espirit Road Bridge
- Petite Road Bridge\*
- Espasie Road Bridge

*\*Bridge is on Lafayette/Vermilion Parish Line*

**Total Estimated Cost for Bridge Replacement \$10,000,000**  
**(includes issuance costs)**

**TOTAL ESTIMATED ROAD & BRIDGE COST \$26,000,000**

The decision to undertake all improvements will be based on the availability of funds and actual priority of the improvement at the time that the funds are made available. It should be clearly noted that the condition of the roads and bridges listed warrant their consideration for inclusion in this proposal. This does not preclude other road and bridge infrastructure from eligibility of funding for similar purposes should their conditions deteriorate and justify critical priority. Those roads or bridges not improved at that time will be planned for improvement at a later date with other funds which may be made available.

## **SUMMARY AND RECOMMENDATIONS**

This report has demonstrated the immediate need for road and bridge improvements in Lafayette Parish. The proposed improvements described above will be part of the Parish Road System and the cost of their maintenance is expected to be paid from the revenues of the Parish's 4.17 mills Road and Bridge maintenance tax. It is obvious that such a program of this size and magnitude would not be able to be accomplished with available funds and would therefore require additional taxes in one form or another or increased bonded indebtedness.

In view of voter defeat of a sales tax proposal in 2006 for funding of infrastructure improvements, the only available alternative to attempt to bridge the gap between Parish road and bridge needs and available revenues is to propose a Parish General Obligation Bond referendum, with the proceeds, if approved, dedicated to Parish road and bridge improvements.

According to the Lafayette City-Parish Consolidated Government Home Rule Charter, an Engineering and Economic Feasibility Report is required prior to the calling for a referendum to incur a bonded debt. Additionally, this report intends to provide the general public and voters of Lafayette Parish a detailed presentation of the purposes for which a proposed bonded debt is intended.

A summary of the recommended improvements is as follows:

I.	Roads & Bridges	
	a. Road Rehabilitation	\$16,000,000
	b. Bridge Replacement	\$10,000,000
	Total Roads & Bridges	\$26,000,000
<b>TOTAL RECOMMENDED IMPROVEMENTS</b>		<b>\$26,000,000</b>

**Respectfully Submitted:**

**Mitchell P. Wyble, P.E.**  
**Public Works Civil Engineering Supervisor**

**Patrick J. Logan**  
**Associate Director of Public Works**  
**Development & Environmental**

**Thomas R. Carroll, III, P.E., P.L.S.**  
**Director of Public Works**

**PARISH OF LAFAYETTE, STATE OF LOUISIANA**

Summary Proposed Series 2009 - General Obligation Bonds  
and Projected Millage Requirements

Calendar Year	Outstanding Calendar Year Debt Service (1)	Proposed Series 2009, dated : 8/1/09				Combined Calendar Year Debt Service	Tax Roll Year	Taxable Assessed Valuation (2)	Millage Rate	Millage Revenue (3)	Ending Sinking Fund Balance
		Principal (3/1)	Coupon	Interest (3/1; 9/1)	Total Debt Service						
										2,538,348.00 (4)	
2008	1,080,677.50				1,080,677.50	2007	1,159,403,530			1,457,670.50	
2009	3,524,423.75				3,524,423.75	2008	1,436,000,000	3.50	4,774,700.00	2,707,946.75	
2010	3,532,251.88	205,000	5.150%	1,445,304.58	1,650,304.58	2009	1,479,080,000	3.50	4,917,941.00	2,443,331.30	
2011	3,540,601.88	560,000	5.150%	1,314,022.50	1,874,022.50	2010	1,523,452,400	3.50	5,065,479.23	2,094,186.15	
2012	3,549,617.50	590,000	5.150%	1,284,410.00	1,874,410.00	2011	1,569,155,972	3.50	5,217,443.61	1,887,602.26	
2013	3,568,170.63	620,000	5.150%	1,253,252.50	1,873,252.50	2012	1,616,230,651	3.50	5,373,966.92	1,820,146.05	
2014	3,587,011.25	650,000	5.150%	1,220,550.00	1,870,550.00	2013	1,664,717,571	3.50	5,535,185.92	1,897,770.72	
2015	3,610,751.88	685,000	5.150%	1,186,173.75	1,871,173.75	2014	1,664,717,571	3.50	5,535,185.92	1,951,031.02	
2016	3,631,530.00	720,000	5.150%	1,149,995.00	1,869,995.00	2015	1,664,717,571	3.50	5,535,185.92	1,984,691.94	
2017	3,654,070.00	760,000	5.150%	1,111,885.00	1,871,885.00	2016	1,664,717,571	3.50	5,535,185.92	1,993,922.86	
2018	3,680,150.63	800,000	5.150%	1,071,715.00	1,871,715.00	2017	1,664,717,571	3.50	5,535,185.92	1,977,243.16	
2019	3,704,181.88	845,000	5.150%	1,029,356.25	1,874,356.25	2018	1,664,717,571	3.50	5,535,185.92	1,933,890.96	
2020	3,720,886.25	885,000	5.150%	984,808.75	1,869,808.75	2019	1,664,717,571	3.50	5,535,185.92	1,878,381.88	
2021	3,740,087.50	935,000	5.150%	937,943.75	1,872,943.75	2020	1,664,717,571	3.50	5,535,185.92	1,800,536.55	
2022	3,761,661.25	985,000	5.150%	888,503.75	1,873,503.75	2021	1,664,717,571	3.50	5,535,185.92	1,700,557.48	
2023	3,785,015.00	1,035,000	5.150%	836,488.75	1,871,488.75	2022	1,664,717,571	3.50	5,535,185.92	1,579,239.65	
2024	3,799,958.75	1,090,000	5.150%	781,770.00	1,871,770.00	2023	1,664,717,571	3.50	5,535,185.92	1,442,696.82	
2025	3,821,655.00	1,150,000	5.150%	724,090.00	1,874,090.00	2024	1,664,717,571	3.50	5,535,185.92	1,282,137.74	
2026	3,849,525.00	1,210,000	5.150%	663,320.00	1,873,320.00	2025	1,664,717,571	3.50	5,535,185.92	1,094,478.67	
2027	2,618,787.50	1,275,000	5.150%	599,331.25	1,874,331.25	2026	1,664,717,571	2.90	4,586,296.91	1,187,656.82	
2028	2,629,250.00	1,340,000	5.150%	531,995.00	1,871,995.00	2027	1,664,717,571	2.50	3,953,704.23	640,116.05	
2029	1,037,725.00	1,405,000	5.150%	461,311.25	1,866,311.25	2028	1,664,717,571	1.90	3,004,815.22	740,895.02	
2030	1,042,950.00	1,485,000	5.150%	386,893.75	1,871,893.75	2029	1,664,717,571	1.90	3,004,815.22	830,866.48	
2031		1,565,000	5.150%	308,356.25	1,873,356.25	2030	1,664,717,571	1.20	1,897,778.03	855,288.26	
2032		1,645,000	5.150%	225,698.75	1,870,698.75	2031	1,664,717,571	1.20	1,897,778.03	882,367.54	
2033		1,735,000	5.150%	138,663.75	1,873,663.75	2032	1,664,717,571	1.20	1,897,778.03	906,481.82	
2034		1,825,000	5.150%	46,993.75	1,871,993.75	2033	1,664,717,571	1.20	1,897,778.03	932,266.11	
<b>TOTALS</b>	<b>74,470,940.00</b>	<b>26,000,000</b>		<b>20,582,833.33</b>	<b>46,582,833.33</b>	<b>121,053,773.33</b>					

- (1) Series 2001 (a) through (f); Series 2003 (a) through (g) and Series 2005 after March 2, 2008.
- (2) Assessed valuation actual for 2007 and estimated for 2008, 3% annual growth assumed until 2013. No growth thereafter.
- (3) Millage income calculated assuming a 95% net collection rate.
- (4) Estimated Sinking Fund Balance as of July 31, 2008.

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