



TRANSPORTATION & STREET IMPROVEMENTS PROGRAM

Project: Burbank Drive (Seg 1) LA 42 (800' east of West Lee Drive to a point 3000' west of Bluebonnet Blvd.)

Green Light Program ID: A
 Project Length (feet): 17,860
 Existing Typical Section: Two-lane (half of four-lane divided roadway)
 Proposed Typical Section: Four-lane divided roadway with open ditches

Project Overview

This project will add additional traffic lanes and turn lanes, as well as make improvements to the intersections along Burbank Drive from 800' east of W. Lee Drive intersection to a point 3000' west of Bluebonnet Boulevard. The purpose of the project is to provide an improved East-West route to the LSU and Downtown areas and relieve the congestion along Highland Road. As reflected in the City-Parish Major Street Plan, the improved Burbank Drive will tie to North-South improvements along Staring Lane, Bluebonnet Boulevard and Siegen Lane.

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ASSUMPTIONS

- The roadway is being upgraded within existing right of way limits along Burbank Drive.

UTILITIES

Possible Utilities	Existing	Adjust / Relocate
Underground Electric		
Overhead Electric	●	
Overhead Electric Transmission		
Water	●	●
Sanitary Sewer	●	●
Telephone	●	●
CATV	●	
Gas Distribution	●	
Gas HP Pipeline	●	●

HYDROLOGY / HYDRAULICS

- Existing drainage is open ditch along both sides of roadway.
- Current four-lane divided roadway bridge over Elbow Bayou was constructed in a previous project. Repairs to Bridge rail, guardrails, and bridge approach slabs are needed.

TRAFFIC

- Projected Average Daily Traffic (ADT) for year 2030 is 42,467. The proposed project will provide a Level of Service (LOS) D for year 2030.



SIGNALIZED INTERSECTIONS

- No upgrades or signalization proposed at Burbank Drive and Ben Hur.
- No signalization proposed at the Meadow Bend Drive. A left-turn lane will be added from eastbound Burbank, maintaining two through-lanes.
- Signalization and interconnection will be required at the Burbank Dr./ Gardere Lane intersection. Two through lanes in both directions along Burbank Drive will be maintained while maintaining a northbound left turn lane onto Gardere Lane and adding a right turn and left turn lane onto southbound Gardere Lane. A double left turn lane will be added to northbound Gardere Lane onto westbound Burbank Dr. as well as a right turn lane onto eastbound Burbank Dr.. A right turn lane will be added from westbound Burbank Dr. onto northbound Gardere Lane.
- No signalization or interconnection is proposed at Burbank/GSRI Avenue.

RIGHT OF WAY IMPACTS

- Existing right of way appears to have average width of 170', based on site evaluation.
- Proposed right of way is required to add additional turn lanes on Gardere.

ENVIRONMENTAL CONCERNS

- Preliminary environmental investigation estimates that existing wetlands will be impacted.
- Primary environmental issues will be wetland delineation and permitting since the project will be constructed within the existing right-of-way.

SOILS

- Project area consist of poorly drained soils which were deposited by the Mississippi River.
- Typical soils consist of Commerce Loam, Calhoun Silt Loam, Mhoon silty clay, Mhoon silty clay loam, Tunica clay and Tunica-Sharkey clays.



COST ESTIMATE

Project Description: Four-lane divided roadway with open ditches

Project Length: 17860 Feet (3.38 miles)

	CONSTRUCTION COST	
Section 200 -	Earthwork	\$ 2,931,309
Section 300 -	Base and Subbase Courses	\$ 1,714,884
Section 400 -	Surface Courses	\$ -
Section 500 -	Pavements	\$ 3,884,078
Section 600 -	Structures	\$ -
Section 700 -	Drainage Work	\$ 65,000
Section 800 -	Sanitary Sewer Work	\$ -
Section 905 - 906	Pavement Markings & Signalization	\$ 1,298,220
Section 907 - 911	Concrete Curbs & Sidewalks	\$ 357,200
	SUBTOTAL CONSTRUCTION COST (2006 \$)	\$ 10,250,691
MOBILIZATION		\$ 820,055
	SUBTOTAL	\$ 11,070,746
CONTINGENCY & UNFORESEEN CONDITIONS		\$ 2,214,149
	SUBTOTAL	\$ 13,284,895
	TOTAL CONSTRUCTION COST (2006 \$)	\$ 13,284,895
UTILITY RELOCATIONS		\$ 44,100
TESTING		\$ 332,122
LIGHTING, LANDSCAPING, SEEDING		\$ 531,396
ENVIRONMENTAL STUDY		\$ 175,000
ENGINEERING		\$ 1,328,489
ENVIRONMENTAL MITIGATION		\$ 480,000
RIGHT-OF-WAY		\$ 315,323
	SUBTOTAL	\$ 16,491,326
PROGRAM & CONSTRUCTION MANAGEMENT		\$ 824,566
	TOTAL PROJECT COST (2006 \$)	\$ 17,315,892

Comments:

- Unit costs are assumed to include contractor overhead, profit and mark-ups
- Environmental mitigation will include environmental and protection of cultural resources
- Mobilization is expected to be 8% of construction cost
- Contingency and Unforeseen Conditions are expected to be 20% of construction cost
- Testing is expected to be 2.5% of construction cost
- Lighting, Landscaping, and Seeding is expected to be 4% of construction cost
- Note: Percent Cost is for the GLP Program Average and NOT project specific obligation
- Engineering is expected to be 10% of construction cost
- Program & Construction Management is expected to be 5% of project costs

