



TRANSPORTATION & STREET IMPROVEMENTS PROGRAM

Project: Hooper Road (2800' E of Blackwater Road to Devall Road)

Green Light Program ID: J
 Project Length (feet): 15,200
 Existing Typical Section: Two-lane undivided
 Proposed Typical Section: Four-lane curb & gutter boulevard with sidewalks

Project Overview

The project will widen Hooper Road to provide two through lanes in each direction and a raised median from approximately 2800' east of Blackwater Road to Sullivan Road. Hooper will be widened to a three lane roadway section from Sullivan to Devall Road. This project will provide an improved east-west corridor connecting I-110, Harding Boulevard, Joor Road, and Sullivan Road.

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ASSUMPTIONS

- The project has no previous conceptual design study.
- Project will tie to improved five-lane curb and gutter roadway section at Hooper Road and Joor Road intersection.

UTILITIES

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

A subsurface utility investigation (SUE) should be performed, and related cost is included in the Final Engineering cost estimate.

HYDROLOGY / HYDRAULICS

- Existing roadway contains ditches which will be internalized with storm drain systems to outfall structures along the project.
- There are approximately 5 outfalls that will drain surface runoff to Blackwater Bayou, Shoe Creek and Beaver Bayou.

TRAFFIC

- Projected Average Daily Traffic (ADT) for year 2030 is 22,675 vehicles per day. The proposed project will provide a level of service B for the design year 2030.



SIGNALIZED INTERSECTIONS

- Replace the existing traffic signal at Hooper Road and Lovett Road intersection to provide two through lanes and one right turn lane for eastbound Hooper Road, provide two through lanes and one left turn lane for westbound Hooper Road, and provide one left turn lane and one right turn lane for northbound Lovett Road.
- The existing traffic signal at Hooper Road and Joor Road is to remain in place.
- Replace the existing traffic signal at Hooper and Sullivan Road to provide one left turn lane, two through lanes, and one right turn lane for eastbound Hooper Road, and provide one left turn lane and two through lanes for westbound Hooper Road.

RIGHT OF WAY IMPACTS

- Provide 100' right of way width for the four lane boulevard section and 80' right of way width for the three lane roadway section.
- From Sullivan Road east to Devall Road, hold the existing south right of way to avoid impacting Central Middle School and acquire additional right of way on the north side of the corridor.

ENVIRONMENTAL CONCERNS

- Potential wetlands exist in the roadway ditches and wooded areas along both sides of the road. Approximately 5 acres of wooded wetlands and 10 acres of ditch wetlands are estimated for this project. Wetland delineation and mitigation will be required for the project.
- Potential UST at the Circle K, BP, an old Chevron at Sullivan Road and Mike's Performance Transmission at Carmel.
- Potential hazardous substance at White's Transport and Car Care Place.
- Potential asbestos and lead paint in old houses along Hooper Road.
- Community and social environment issues may include Central Middle School and Central Worship Center.

SOILS

- Project area soils are dominantly level, poorly drained to moderately well drained.
- Loamy soils on broad flats and in slight depressions.



COST ESTIMATE

Project Description:	Four-lane curb & gutter boulevard with sidewalks	
Project Length:	15200 Feet (2.88 miles)	
	CONSTRUCTION COST	
Section 200 -	Earthwork	\$ 1,216,900
Section 300 -	Base and Subbase Courses	\$ 3,227,998
Section 400 -	Surface Courses	\$ -
Section 500 -	Pavements	\$ 6,576,589
Section 600 -	Structures	\$ -
Section 700 -	Drainage Work	\$ 3,126,300
Section 800 -	Sanitary Sewer Work	\$ 2,385,000
Section 905 - 906	Pavement Markings & Signalization	\$ 1,367,400
Section 907 - 911	Concrete Curbs & Sidewalks	\$ 1,459,200
	SUBTOTAL CONSTRUCTION COST (2006 \$)	\$ 19,359,387
MOBILIZATION		\$ 1,548,751
	SUBTOTAL	\$ 20,908,137
CONTINGENCY & UNFORESEEN CONDITIONS		\$ 4,181,627
	SUBTOTAL	\$ 25,089,765
	TOTAL CONSTRUCTION COST (2006 \$)	\$ 25,089,765
UTILITY RELOCATIONS		\$ 1,421,820
TESTING		\$ 627,244
LIGHTING, LANDSCAPING, SEEDING		\$ 1,003,591
ENVIRONMENTAL STUDY		\$ 155,000
ENGINEERING		\$ 2,508,976
ENVIRONMENTAL MITIGATION		\$ 775,000
RIGHT-OF-WAY		\$ 7,915,392
	SUBTOTAL	\$ 39,496,788
PROGRAM & CONSTRUCTION MANAGEMENT		\$ 1,974,839
	TOTAL PROJECT COST (2006 \$)	\$ 41,471,628

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

