



TRANSPORTATION & STREET IMPROVEMENTS PROGRAM

Project: McHugh Road (750' North of Wimbush Drive to Lower Zachary Road)

Green Light Program ID: N
 Project Length (feet): 13,240
 Existing Typical Section: Two-lane limestone and/or asphalt pavement, primarily open ditch
 Proposed Typical Section: Two-lane open ditch with shoulders

Project Overview

This project will replace a narrow two lane open ditch limestone and/or asphalt roadway with a two lane roadway with shoulders and open ditches. The project will also improve the horizontal alignment requiring a new bridge crossing of South/Baker Canal along with a new vertical alignment raising the roadway to allow access into and out of the area during periods of heavy rainfall.

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ASSUMPTIONS

- CSRS currently under contract to prepare construction drawings and final right-of-way drawings.

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 open drainage ditch along side the roadway for parts of the project length. Some areas have no roadside ditches.
- Because of the realignment of the roadway the existing bridge crossing the South/Baker Canal will be removed and a new bridge will be constructed along the new alignment.

TRAFFIC

- Projected Average Daily Traffic (ADT) for 2030 is 6,974. The proposed project will provide a Level Of Service (LOS) B for year 2030.



SIGNALIZED INTERSECTIONS

- Signalization is not required at the either end of the project.
- Left turn-lanes will be constructed on northbound McHugh Road and westbound Lower Zachary Road at the intersection of McHugh and Lower Zachary.

RIGHT OF WAY IMPACTS

- Existing right of way is approximately 40' to 50' based on field observation.
- Based on preliminary construction plans the project is scheduled for a two-lane roadway, having a right of way width that varies from 95' to 150', with a majority being 100'.
- Based on the preliminary construction drawings 4,450 feet of the total project length will be new alignment and new right of way will have to be acquired.

ENVIRONMENTAL CONCERNS

- Wetlands are present along the existing route. Permitting is presently underway.

SOILS

- Project area is poorly drained, slow permeable acid soils.
- Typical soils consist of Calhoun Silt Loam, Deerford-Olivier Silt Loam, Olivier Silt Loam & Zachary Silt Loam.



COST ESTIMATE

Project Description:	Two-lane open ditch with shoulders		
Project Length:	13240 Feet (2.51 miles)		
	CONSTRUCTION COST		
Section 200 -	Earthwork	\$	772,954
Section 300 -	Base and Subbase Courses	\$	1,018,009
Section 400 -	Surface Courses	\$	603,156
Section 500 -	Pavements	\$	536,188
Section 600 -	Structures	\$	387,600
Section 700 -	Drainage Work	\$	430,447
Section 800 -	Sanitary Sewer Work	\$	1,200
Section 902 -	Fencing	\$	92,570
Section 905 - 906	Pavement Markings & Signalization	\$	740,050
Section 907 - 911	Concrete Curbs & Sidewalks	\$	-
	SUBTOTAL CONSTRUCTION COST (2006 \$)	\$	4,582,173
MOBILIZATION		\$	366,574
	SUBTOTAL	\$	4,948,747
CONTINGENCY & UNFORESEEN CONDITIONS		\$	989,749
	SUBTOTAL	\$	5,938,496
	TOTAL CONSTRUCTION COST (2006 \$)	\$	5,938,496
UTILITY RELOCATIONS		\$	757,440
TESTING		\$	148,462
LIGHTING, LANDSCAPING, SEEDING		\$	237,540
ENVIRONMENTAL STUDY		\$	210,000
ENGINEERING		\$	593,850
ENVIRONMENTAL MITIGATION		\$	26,000
RIGHT-OF-WAY		\$	2,699,876
	SUBTOTAL	\$	10,611,664
PROGRAM & CONSTRUCTION MANAGEMENT		\$	530,583
	TOTAL PROJECT COST (2006 \$)	\$	11,142,247

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

