



## TRANSPORTATION & STREET IMPROVEMENTS PROGRAM

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### Project: Staring Lane (Highland Road to Perkins Road)

Green Light Program ID: P  
 Project Length (feet): 10,100  
 Existing Typical Section: Two-lane undivided  
 Proposed Typical Section: Four-lane curb & gutter boulevard with sidewalks

### Project Overview

Staring Lane is currently a two lane roadway that widens to include a center left turn lane at several intersections. This project will widen Staring Lane to a four-lane section with sidewalks and raised median from Highland Road to Perkins Road. The project will require replacement of the existing bridge crossing Dawson Creek with two new bridges to accommodate both southbound and northbound traffic on Staring Lane. When combined with the project F Staring Lane Extension 1 from Burbank Drive to Highland Road, the project will provide a north-south link from the I-10/Essen Lane directly to Burbank Drive. The project will also connect to the existing and proposed Perkins Road improvements identified on the City-Parish Major Street Plan.

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**ASSUMPTIONS**

- ABMB Engineering, Inc. performed a Cross-Section Analysis for the City of Baton Rouge Department of Public Works and recommended a five-lane section for the commercially developed segments near Highland Road and Perkins Road, coupled with a four-lane divided section through the residential portion of the corridor. However, this report will focus on a proposed four-lane curb & gutter boulevard section for the length of the project.
- Tie to improved five-lane curb and gutter section at the Perkins Road intersection.
- Signalization cost at the intersection of Staring Lane and Highland Road is included in Project F-Staring Lane Extension 1.

**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 open ditches which will be internalized with storm drain systems to outfall at Bayou Duplantier just north of Avis Avenue.
- There is an existing 7-19' span bridge over Bayou Duplantier. Based on preliminary bridge hydrology analysis, 9-20' span bridge is proposed over Bayou Duplantier.

**TRAFFIC**

- ABMB Engineering, Inc. performed a Cross-Section Analysis showing approximately 24,000 vehicles per day for the design year of 2019 and coupled with our traffic projection of 38,687 vehicles per day for the 2030 design year, a four-lane boulevard roadway section will adequately handle the existing and projected growth and will provide a Level-of-Service C for the proposed condition.
- The anticipated future 2030 traffic demand through this corridor will result in a level of service E with a three lane roadway which is not considered an acceptable level of service. However, a four lane roadway would provide an acceptable level of service C for future 2030 traffic demands.



### *SIGNALIZED INTERSECTIONS*

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- The intersection of Staring Lane at Charleston Lane/Hyacinth Avenue will require modification of the existing signal to provide one left turn lane for northbound and southbound Staring Lane.

### *RIGHT OF WAY IMPACTS*

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- Existing right of way varies approximately from 60' to 75' based on field investigation.
- Proposed four-lane curb & gutter boulevard roadway section will require a minimum of 100' of right of way to minimize impacts to residential and commercial development on both sides of Staring Lane.

### *ENVIRONMENTAL CONCERNS*

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- Approximately two acres of potential wetlands exist in the roadway's open ditches for the segments north and south of Bayou Duplantier, requiring wetland delineation and mitigation for the project's environmental document.
- Potential UST's at the old Cracker Barrel near Perkins Road.
- Businesses with hazardous substance concerns include Dr. Muffler Auto Care, old Keans and old Welsh Cleaners.
- Cultural Impacts include New Life Church, General Assembly Church of Baton Rouge, and Faith Church.
- A noise study may be required in the residential areas along the project corridor. A public meeting was held previously documenting much community resistance to right of way acquisition for this corridor.

### *SOILS*

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- Two distinct soil associations for the project area.
- The southern half of the project area soils are dominantly level, poorly drained to moderately well drained, loamy soils on broad flats and in slight depressions
- The northern half of the project area soils are level to gently sloping, somewhat poorly drained and moderately well drained, loamy soils and steep escarpments.



**COST ESTIMATE**

Project Description:	Four-lane curb & gutter boulevard with sidewalks	
Project Length:	10100 Feet (1.91 miles)	
	<b>CONSTRUCTION COST</b>	
Section 200 -	Earthwork	\$ 1,180,298
Section 300 -	Base and Subbase Courses	\$ 1,802,747
Section 400 -	Surface Courses	\$ -
Section 500 -	Pavements	\$ 3,988,592
Section 600 -	Structures	\$ 1,490,400
Section 700 -	Drainage Work	\$ 1,719,520
Section 800 -	Sanitary Sewer Work	\$ -
Section 905 - 906	Pavement Markings & Signalization	\$ 1,110,700
Section 907 - 911	Concrete Curbs & Sidewalks	\$ 1,050,376
	<b>SUBTOTAL CONSTRUCTION COST (2006 \$) =</b>	<b>\$ 12,342,633</b>
<b>MOBILIZATION</b>		\$ 987,411
	<b>SUBTOTAL</b>	<b>\$ 13,330,043</b>
<b>CONTINGENCY &amp; UNFORESEEN CONDITIONS</b>		\$ 2,666,009
	<b>SUBTOTAL</b>	<b>\$ 15,996,052</b>
	<b>TOTAL CONSTRUCTION COST (2006 \$)</b>	<b>\$ 15,996,052</b>
UTILITY RELOCATIONS		\$ 1,037,231
TESTING		\$ 399,901
LIGHTING, LANDSCAPING, SEEDING		\$ 639,842
ENVIRONMENTAL STUDY		\$ 190,000
ENGINEERING		\$ 1,599,605
ENVIRONMENTAL MITIGATION		\$ 240,000
RIGHT-OF-WAY		\$ 27,293,079
	<b>SUBTOTAL</b>	<b>\$ 47,395,710</b>
PROGRAM & CONSTRUCTION MANAGEMENT		\$ 2,369,786
	<b>TOTAL PROJECT COST (2006 \$)</b>	<b>\$ 49,765,496</b>

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

