



## TRANSPORTATION & STREET IMPROVEMENTS PROGRAM

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### Project: Perkins Road—Seg 1 (400' East of Siegen Lane to 200' East of Pecue Lane)

Green Light Program ID: Q  
 Project Length (feet): 7,560  
 Existing Typical Section: Two-lane without shoulders  
 Proposed Typical Section: Four-lane, curb and gutter boulevard

#### Project Overview

Perkins Road is currently a two-lane roadway without shoulders from Siegen Lane to Pecue Lane. The proposed typical section is a four-lane curb and gutter roadway with a raised median and sidewalks on both sides. This project will be an extension of the City Parish / LADOTD Perkins Road project that is currently under construction from Essen Lane to Siegen Lane and will tie directly to the proposed project at Siegen Lane and Pecue Lane. When combined with other projects currently under construction or contained in this plan, a continuous four to five lane section will extend from I-10/Highland Road to I-10 near the downtown area.

#### TABLE OF CONTENTS

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Assumptions	1	
Utilities	1	
Hydrology / Hydraulics	1	In association with:
Traffic	2	PBS&J
Signalized Intersections	2	GOTECH, Inc.
Right of Way Impacts	2	Neel-Schaffer, Inc.
Environmental Concerns	2	Compliance Consultants, Inc.
Soils	2	Jones Walker, LLP
Cost Estimate	3	John C. Doiron MAI Appraisal Services
Project Schedule	4	Rampart Resources
Exhibit A—Typical Sections	5	SSA Consultants, LLC
Exhibit B—Layout Sheets	6	



**ASSUMPTIONS**

- Assume Pecue Lane will be re-configured such that the northern leg will line up with the existing location of the southern leg. This cost is included in the Pecue Lane project cost, not within this project. The cost of a proposed signal at Pecue Lane is included within the Pecue Lane project.
- Schedule assumes the project will have to go through the NEPA process.
- Cost estimate assumes a pavement design of 10" Portland cement concrete pavement, 10" limestone aggregate base course, and 12" lime treated subgrade.

**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 conducted for this project. The cost of this activity is included within the Final Engineering cost.

**HYDROLOGY / HYDRAULICS**

- An outfall to Pecue Lane is needed and is included within this project's cost estimate even though it extends beyond the project limits.
- On Old Perkins Road the existing cross drain may go under a building and cannot be improved. A small amount of water can be diverted to this outfall, but the entire project cannot drain to this outfall.



### TRAFFIC

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- Project Average Daily Traffic (ADT) for year 2030 is 27,761. The proposed project will provide a Level of Service (LOS) B for year 2030.

### SIGNALIZED INTERSECTIONS

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- A signal will be added to the Perkins Road and Pecue Lane intersection; however, this signal will be constructed with the Pecue Lane project (GLP project R). In addition to the two through lanes each direction along Perkins Road there will two left-turn lanes from eastbound Perkins to northbound Pecue, a left-turn lane from westbound Perkins to southbound Pecue, and a right-turn lane from westbound Perkins to northbound Pecue.

### RIGHT OF WAY IMPACTS

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- Existing right of way width is either 80' or 90' wide, depending on location. Each end of the project has an 80' right of way width, and the middle section of the project length is 90' wide.
- The proposed section would have a desirable 125' of proposed right of way; however, due to the tight right of way through this area it is more realistic that a 100' proposed right of way be utilized. Therefore, 10'-20' of additional right of way will be purchased throughout the length of the project.
- The additional width will be acquired on the north side due to the gas line and new development on the south side.

### ENVIRONMENTAL CONCERNS

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- Existing mixed wetlands on the north side of the roadway. Approximately three acres estimated for environmental mitigation. Existing open ditches along the project requiring an additional two acres allowance for environmental mitigation.
- Potential underground storage tank (UST) at an old gas station at the corner of Meadow Park and Perkins.
- Potential asbestos and lead paint in the old homes within the project area.
- A noise study should be conducted; however, mitigation will most likely not be required.

### SOILS

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- Project area soils are poorly drained to moderately well drained.



**COST ESTIMATE**

Project Description:	Four-lane, curb and gutter boulevard	
Project Length:	7560 Feet (1.43 miles)	
	<b>CONSTRUCTION COST</b>	
Section 200 -	Earthwork	\$ 696,761
Section 300 -	Base and Subbase Courses	\$ 1,864,333
Section 400 -	Surface Courses	\$ -
Section 500 -	Pavements	\$ 3,386,833
Section 600 -	Structures	\$ -
Section 700 -	Drainage Work	\$ 3,467,390
Section 800 -	Sanitary Sewer Work	\$ 2,000
Section 905 - 906	Pavement Markings & Signalization	\$ 1,006,120
Section 907 - 911	Concrete Curbs & Sidewalks	\$ 725,760
	<b>SUBTOTAL CONSTRUCTION COST (2006 \$)</b>	<b>\$ 11,149,198</b>
MOBILIZATION		\$ 891,936
	<b>SUBTOTAL</b>	<b>\$ 12,041,134</b>
CONTINGENCY & UNFORESEEN CONDITIONS		\$ 2,408,227
	<b>SUBTOTAL</b>	<b>\$ 14,449,361</b>
	<b>TOTAL CONSTRUCTION COST (2006 \$)</b>	<b>\$ 14,449,361</b>
UTILITY RELOCATIONS		\$ 216,315
TESTING		\$ 361,234
LIGHTING, LANDSCAPING, SEEDING		\$ 577,974
ENVIRONMENTAL STUDY		\$ 190,000
ENGINEERING		\$ 1,444,936
ENVIRONMENTAL MITIGATION		\$ 150,000
RIGHT-OF-WAY		\$ 7,303,960
	<b>SUBTOTAL</b>	<b>\$ 24,693,780</b>
PROGRAM & CONSTRUCTION MANAGEMENT		\$ 1,234,689
	<b>TOTAL PROJECT COST (2006 \$)</b>	<b>\$ 25,928,469</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

