



TRANSPORTATION & STREET IMPROVEMENTS PROGRAM

Project: Stumberg Extension (Airline Highway to Jefferson Highway)

Green Light Program ID: AA
 Project Length (feet): 5,700
 Existing Typical Section: New Facility
 Proposed Typical Section: Four-lane, curb and gutter boulevard

Project Overview

This project will extend an existing project on Stumberg Lane (from Jefferson Highway to Coursey Boulevard) to Airline Highway. It will connect to the proposed Pecue Lane project and improvements at Airline Highway. The project will require a new bridge crossing over Clay Cut Bayou. The roadway will be raised by placing fill along the route. When combined with other projects in the Plan, it will provide an improved North-South connection extending from Perkins Road to Coursey Boulevard.

TABLE OF CONTENTS

Assumptions	1	
Utilities	1	
Hydrology / Hydraulics	1	In association with:
Traffic	1	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

- HNTB is the current design consultant on the project.
- New roadway will connect the south end of Stumberg Lane to Airline Highway at proposed project R Pecue Lane.
- The majority of this project will be located on property owned by Womans Hospital that is presently a golf course.
- Anticipate one structure to be removed at the Jefferson Highway intersection.
- This project is anticipated to be realigned with project R Pecue Lane.

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

- Roadway will cross Claycut Bayou where a 160' bridge (8 spans, 20' each) is required.
- Provide subsurface drainage system to outfall storm water runoff at Claycut Bayou.

TRAFFIC

- Projected Average Daily Traffic (ADT) for year 2030 is 42,408. The proposed project will provide a Level of Service (LOS) D for year 2030.



SIGNALIZED INTERSECTIONS

- Existing traffic signal is located at Jefferson Highway and Stumberg Lane intersection. This signal to be upgraded to accommodate the new roadway. A new traffic signal is proposed at the Stumberg Lane Extension and Airline Highway intersection which is included in project R Pecue Lane. A new double left-turn is required for the Jefferson Highway west-bound traffic along with a new right-turn lane. Stumberg traffic will also have a right-turn and left-turn lane for each direction of traffic. Southbound Stumberg will require a double left-turn and a right-turn lane at Airline Highway.

RIGHT OF WAY IMPACTS

- 140' of right of way is required.
- Right of way estimate does not include damages to the golf course lease.

ENVIRONMENTAL CONCERNS

- Potential wetland concerns on the north and south end of the project. Four acres of wetlands will be impacted.
- Project area crosses the Claycut Bayou flood plain.

SOILS

- Soils in the project area are predominantly silty loam.



COST ESTIMATE

Project Description:	Four-lane, curb and gutter boulevard		
Project Length:	5700 Feet (1.08 miles)		
	CONSTRUCTION COST		
Section 200 -	Earthwork	\$	1,166,038
Section 300 -	Base and Subbase Courses	\$	968,267
Section 400 -	Surface Courses	\$	-
Section 500 -	Pavements	\$	2,451,067
Section 600 -	Structures	\$	614,400
Section 700 -	Drainage Work	\$	1,871,850
Section 800 -	Sanitary Sewer Work	\$	-
Section 905 - 906	Pavement Markings & Signalization	\$	799,100
Section 907 - 911	Concrete Curbs & Sidewalks	\$	319,200
	SUBTOTAL CONSTRUCTION COST (2006 \$)	\$	8,189,922
MOBILIZATION		\$	655,194
	SUBTOTAL	\$	8,845,115
CONTINGENCY & UNFORESEEN CONDITIONS		\$	1,769,023
	SUBTOTAL	\$	10,614,139
	TOTAL CONSTRUCTION COST (2006 \$)	\$	10,614,139
UTILITY RELOCATIONS		\$	30,852
TESTING		\$	265,353
LIGHTING, LANDSCAPING, SEEDING		\$	424,566
ENVIRONMENTAL STUDY		\$	155,000
ENGINEERING		\$	1,061,414
ENVIRONMENTAL MITIGATION		\$	160,000
RIGHT-OF-WAY		\$	8,243,011
	SUBTOTAL	\$	20,954,334
PROGRAM & CONSTRUCTION MANAGEMENT		\$	1,047,717
	TOTAL PROJECT COST (2006 \$)	\$	22,002,051

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

