



TRANSPORTATION & STREET IMPROVEMENTS PROGRAM

Project: Mount Pleasant—Zachary Road (Highway 61 to Highway 964)

Green Light Program ID: HH
 Project Length (feet): 17,530
 Existing Typical Section: Two-lane without shoulders
 Proposed Typical Section: Four-lane, divided

Project Overview

Mount Pleasant - Zachary Road is currently a two-lane roadway without paved shoulders from Highway 61 to Highway 964. The proposed typical section is a four-lane divided roadway with a raised median and outside ditches. This project will require a new bridge at Baton Rouge Bayou. When it is completed, the project will provide an improved east-west roadway in one of the fastest growing areas of the parish.

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

- Due to the rural nature of the area, neither sidewalks nor bike lanes will be added to this project.
- Cost estimate assumes a pavement design of 4.5" asphalt concrete pavement, 8" limestone aggregate base course, and 12" lime treated subgrade.
- Project schedule assumes the project will have to go through the NEPA process.
- Budget does not include potential cost savings of salvaging the existing road bed.

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 waterway bridge crossing flowing into a pond on the north side of the roadway at Baton Rouge Bayou. The bridge can remain in place, but a parallel structure with 6-19' spans will be built for the opposing lanes of traffic.
- There is a holding pond on the north side of roadway near the new development, High Plains Crossing.

TRAFFIC

- Project Average Daily Traffic (ADT) for year 2030 is 11,650. The proposed project will provide a Level of Service (LOS) A for year 2030.



SIGNALIZED INTERSECTIONS

- Modifications are required to the existing signal at Highway 61 based on the proposed typical section along the roadway. An additional left-turn lane will be added to southbound Highway 61 to turn onto Mount Pleasant – Zachary Road by utilizing the existing median width. A right-turn lane will be added to northbound Highway 61 to turn onto Mount Pleasant—Zachary Road.
- Initial traffic analysis determined that several turn lanes should be added at the Highway 964 intersection; however, the addition of the turn lanes could not be done without purchasing additional right of way along Highway 964. This intersection has recently been improved and has a concrete surface. The reconstruction of this intersection is not being included in the construction cost at this time.

RIGHT OF WAY IMPACTS

- Existing right of way is approximately 80'.
- Four lane divided section will require approximately 145' of right of way width, requiring acquisition of an additional 65' of right of way. Due to various improvements along the length of the project, the proposed project will transition back and forth to hold the northern right of way line at points and the southern right of way line at other points.
- A church and cemetery on the north side and a park on the south side near the end of the project. The northern right of way line will be held, so the park land will need to be acquired.
- An existing pond is very close to the roadway on the north side, midway through the project, and the northern right of way line will be held at this point.

ENVIRONMENTAL CONCERNS

- Anticipate wetland issues at the east and west ends of the project. The total project area is approximately 30% wetland; therefore, twelve acres are estimated for environmental mitigation.
- Existing ditches within the project area. Estimate five additional acres for environmental mitigation.
- Large pond on north side of the project will be avoided.
- Permit will be required for new bridge at an unnamed creek.
- Potential hazardous substance concerns regarding a machine shop located within the project area.
- Major pipeline at the west end of the project, and a pipeline on the south side running parallel to the roadway. Portions of the parallel pipeline will need to be relocated.
- East end of project has a church, park, and cemetery. The church and cemetery are on the north side but the park, Zachary Youth, is on the south side. A portion of the park property will be purchased.

SOILS

- Project area soils are poorly drained, loamy soils.



COST ESTIMATE

Project Description:	Four-lane, divided		
Project Length:	17530 Feet (3.32 miles)		
	CONSTRUCTION COST		
Section 200 -	Earthwork	\$	1,404,085
Section 300 -	Base and Subbase Courses	\$	4,539,367
Section 400 -	Surface Courses	\$	-
Section 500 -	Pavements	\$	2,562,185
Section 600 -	Structures	\$	246,240
Section 700 -	Drainage Work	\$	719,500
Section 800 -	Sanitary Sewer Work	\$	-
Section 900	Play Fields	\$	78,000
Section 905 - 906	Pavement Markings & Signalization	\$	1,083,310
Section 907 - 911	Concrete Curbs & Sidewalks	\$	701,200
	SUBTOTAL CONSTRUCTION COST (2006 \$)	\$	11,333,886
MOBILIZATION		\$	906,711
	SUBTOTAL	\$	12,240,597
CONTINGENCY & UNFORESEEN CONDITIONS		\$	2,448,119
	SUBTOTAL	\$	14,688,717
	TOTAL CONSTRUCTION COST (2006 \$)	\$	14,688,717
UTILITY RELOCATIONS		\$	1,927,604
TESTING		\$	367,218
LIGHTING, LANDSCAPING, SEEDING		\$	587,549
ENVIRONMENTAL STUDY		\$	175,000
ENGINEERING		\$	1,468,872
ENVIRONMENTAL MITIGATION		\$	840,000
RIGHT-OF-WAY		\$	7,178,679
	SUBTOTAL	\$	27,233,638
PROGRAM & CONSTRUCTION MANAGEMENT		\$	1,361,682
	TOTAL PROJECT COST (2006 \$)	\$	28,595,320

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

