



TRANSPORTATION & STREET IMPROVEMENTS PROGRAM

Project: Picardy-Perkins Connector (Perkins Road to Picardy Avenue)

Green Light Program ID: II
 Project Length (feet): 5000
 Existing Typical Section: New Facility
 Proposed Typical Section: Four-lane curb and gutter boulevard with sidewalks

Project Overview

This project will provide a connection from the I-10 frontage road – Picardy overpass currently under construction to Perkins Road. This four-lane curb and gutter project includes a raised median, sidewalks, a new bridge crossing Dawson Creek, and an underpass at the Kansas City Southern (KCS) railroad with retaining walls. The project will provide an alternative route to I-10 and Perkins Road.

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ASSUMPTIONS

- Tie to Picardy Avenue project that is currently under construction.
- Tie to proposed Perkins Road project.
- Proposed sidewalk due to proximity of the Mall of Louisiana, and development currently under construction near Perkins Road.

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 engineering (SUE) will be performed, and related cost is included in the final engineering cost estimate.

HYDROLOGY / HYDRAULICS

- Preliminary bridge hydrology analysis requires 200' bridge over Dawson Creek.
- Provide drainage pump at the KCS railroad underpass.
- Provide subsurface drainage system to collect surface runoff and swales behind the curb in shallow area.

TRAFFIC

- Based on the projected traffic of 26, 620 vehicles per day, a five-lane roadway section will provide a level of service B for the design year of 2030.



SIGNALIZED INTERSECTIONS

- Add a new traffic signal at the Picardy-Perkins Connector and Perkins Road intersection to provide one left turn lane and two through lanes for eastbound Perkins Road, provide two through lanes and one right turn lane for westbound Perkins Road, and provide two left turn lanes and one right turn lane for southbound Picardy-Perkins Connector.
- Add a new traffic signal at the Picardy-Perkins Connector and realigned Picardy Avenue intersection to provide one left turn lane and two through lanes for northbound Picardy-Perkins Connector, provide two through lanes and one right turn lane for southbound Picardy-Perkins Connector, and provide one left turn lane and one right turn lane for eastbound Picardy Avenue.

RIGHT OF WAY IMPACTS

- Acquire 125' right of way for this new location project to accommodate roadway embankment slope widths in fill areas.
- Retaining walls will be provided at the KCS railroad underpass in order to construct the four-lane boulevard roadway section within the proposed 125' right of way width.

ENVIRONMENTAL CONCERNS

- Approximately one acre of potential wetlands will be impacted for the construction of the project. Wetland delineation and mitigation will be required.
- Constructing a new bridge crossing over Dawson Creek will require an environmental permit.
- KCS railroad coordination to construct the Picardy-Perkins Connector underpass to provide approximately 80' railroad bridge over Picardy-Perkins Connector.

SOILS

- 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 and gutter boulevard with sidewalks | | |
| Project Length: | 5000 Feet (0.95 miles) | | |
| | CONSTRUCTION COST | | |
| Section 200 - | Earthwork | \$ | 805,919 |
| Section 300 - | Base and Subbase Courses | \$ | 918,929 |
| Section 400 - | Surface Courses | \$ | - |
| Section 500 - | Pavements | \$ | 2,242,624 |
| Section 600 - | Structures | \$ | 2,896,000 |
| Section 700 - | Drainage Work | \$ | 1,874,160 |
| Section 800 - | Sanitary Sewer Work | \$ | - |
| Section 905 - 906 | Pavement Markings & Signalization | \$ | 765,000 |
| Section 907 - 911 | Concrete Curbs & Sidewalks | \$ | 531,398 |
| | SUBTOTAL CONSTRUCTION COST (2006 \$) | \$ | 10,034,030 |
| MOBILIZATION | | \$ | 802,722 |
| | SUBTOTAL | \$ | 10,836,753 |
| CONTINGENCY & UNFORESEEN CONDITIONS | | \$ | 2,167,351 |
| | SUBTOTAL | \$ | 13,004,103 |
| | TOTAL CONSTRUCTION COST (2006 \$) | \$ | 13,004,103 |
| UTILITY RELOCATIONS | | \$ | 13,230 |
| TESTING | | \$ | 325,103 |
| LIGHTING, LANDSCAPING, SEEDING | | \$ | 520,164 |
| ENVIRONMENTAL STUDY | | \$ | 155,000 |
| ENGINEERING | | \$ | 1,300,410 |
| ENVIRONMENTAL MITIGATION | | \$ | 20,000 |
| RIGHT-OF-WAY | | \$ | 22,951,719 |
| | SUBTOTAL | \$ | 38,289,729 |
| PROGRAM & CONSTRUCTION MANAGEMENT | | \$ | 1,914,486 |
| | TOTAL PROJECT COST (2006 \$) | \$ | 40,204,216 |

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

