

COST ESTIMATE ASSUMPTIONS

Bridge Cost Estimates

1. Vertical clearance for new pedestrian bridges over a roadway is 17'-0", which exceeds NYS DOT minimum requirements to account for recent truck strikes in the region.
2. All bridges and approaches meet ADA requirements for pedestrians: 5% running slope or 8% maximum slope on ramps with 5'-0" flat landings for every 2'-6" of elevation change.
3. Per the NYS Bridge Manual (2.2.4), new pedestrian structures shall have a minimum of 14'-0" clear width. Cost estimates assume a 14'-0" clear width.
4. A 3'-0" structure depth is assumed (low chord/ bottom of structure to top of deck/walking surface).
5. Private utilities (electric, telecommunications, fiber optic, etc) located within the existing highway boundary would relocate (& design) at their expense. If on private property, relocation costs would be reimbursed/paid for by the project.
6. Public (water, sewer, etc) utilities are always paid for and designed by the project. Under current law, in general, municipally-owned utility facilities are eligible for reimbursement whether on highway right-of-way or private property. Non-municipally owned utility facilities (e.g., transportation corporations or private utilities) would only be eligible for reimbursement when on private right-of-way or for projects with Interstate categories of funding.

7. Railroad coordination & protective services would be required for any project on, over, or adjacent to the railroad.
8. Consideration of hydraulics and floodway / flood plain or wetlands was not performed. Permits would likely be required depending on that screening and may need to show no impact on flood elevations (i.e., filling in the floodway).

Trail Cost Estimates

1. A 12-foot trail width is assumed for all alternatives unless otherwise noted.
2. An asphalt trail surface is assumed unless otherwise noted.
3. New proposed sidewalks are concrete.

Soft Costs

The following soft costs are accounted for in all of the planning level cost estimates presented in the alignment analysis. Soft costs are calculated as a percentage of the total estimated construction costs, unless otherwise noted.

- Basic Work Zone traffic Control (5%)
- Mobilization (4%)
- Survey Operations (2%)
- Field Change Payment (5%)
- Erosion and Sediment Control (0.5%)
- Design Contingency (10%)
- Construction Contingency (25%)
- Construction Inspection Contingency (10%)
- ROW costs estimated at \$10,000 per property impacted
- For all alternative alignments within 50 feet of railroad ROW, railroad protective services and flagging were estimated to be \$2,000 per day. Construction of trail segments are estimated to take four months each. Construction of new structures (i.e., a bridge) are estimated to take six months each.

