



Nathan L. Jacobson & Associates, Inc.

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Jacobson Consulting Civil and Environmental Engineers Since 1972

MEMORANDUM

To: Liz Glidden
From: Geoffrey L. Jacobson, P.E.
NLJA #: 0984-0001
Subject: Conceptual Opinion of Probable Construction Cost
West Pedestrian Approach Bridge to East Haddam Swing Bridge
Copies: File

Date: June 13, 2018

As requested, we have prepared a Conceptual Opinion of Probable Construction Cost for a pedestrian approach bridge on the west side of the East Haddam Swing Bridge. It is our understanding that this bridge would provide access from the Eagle Landing Park access drive to a pedestrian bridge that is proposed to be cantilevered off the south side of the East Haddam Swing Bridge. Based on our review of available mapping, the pedestrian approach bridge would be approximately 350-feet in length with a width of 6-feet to match the proposed clear width of the pedestrian bridge proposed to be cantilevered off the south side of the East Haddam Swing Bridge. Because the pedestrian approach bridge would be along a steep fill embankment, we have anticipated that there would be end concrete abutments with pier bents at approximately 25-foot centers with concrete caps and concrete filled pipe piles (one vertical and one battered) with a timber and Trex superstructure. As discussed, the pedestrian approach bridge would be similar in style to a pedestrian bridge that we designed for the Town of Woodbury in 2002 as shown in the photograph below.





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Using the construction cost of the Woodbury pedestrian bridge, we escalated it to 2018 using the R.S. Means Historical Cost Index, and then adjusted it using the R.S. Means City Cost Index for the closest City (Meriden) to arrive at per square foot cost of \$550. Using a 350' length and a 6' clear width, the total pedestrian approach bridge cost would be \$1,155,000 on a 2018 cost basis. Inflating this cost to 2020 using an annual three percent inflation factor would result in a 2020 cost of approximately \$1,225,000.

This Conceptual Opinion of Probable Construction Cost is being provided at the application stage of this project. These items are therefore based on engineering judgement utilizing information from our files for a similar project, adjusted as believed necessary at this time to reflect the construction conditions expected to be encountered. These costs should be interpreted as indicating the order of magnitude of anticipated costs. More definitive costs will be determined during subsequent phases of design, and actual costs will be determined as a result of open competitive bidding by qualified contractors after construction contract documents for the project are advertised for bids. Within the qualifications given above, we believe this Conceptual Opinion of Probable Construction Cost provides a reasonable basis for evaluating the project budget.

END OF MEMORANDUM