

Non-NPIAS Capital Cost Adjustment Rate Sheet



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: All Non-NPIAS NHSASP Airports

Assumptions:

The adjustments below are applied to capital cost assumptions for NPIAS airports. These adjustments are made for capital projects at non-NPIAS airports because federal compliance is not required because no federal funds are utilized. For instance, NHDOT-specified materials can be used, which are slightly less costly and do not require the use of federal wage rates for labor. Capital projects at non-NPIAS airports will still require public bidding, full plans and specifications, compliance testing, and full-time inspection.

These adjustments were categorized as follows:

- 70% Reduction on Labor-Intensive Projects
- 90% Reduction on Equipment-Focused Projects

SRL/JEP

Date: November 21, 2014

RLL

DESCRIPTION	ADJUSTMENT FACTOR	NPIAS UNIT COST	Non-NPIAS UNIT COST
Aircraft Parking Area (Unpaved)	70%	\$ 9.11	\$ 6.38
Paved Parking	70%	\$ 24.64	\$ 17.25
100LL Fueling Service	90%	\$ 10,000.00	\$ 9,000.00
Rotating Beacon	90%	\$ 25,000.00	\$ 22,500.00
Terminal Building - Heated	70%	\$ 250.00	\$ 175.00
Local Airport Paved Runway Surface - 2,500 Feet or Greater	70%	\$ 986.00	\$ 690.20
Hangar Storage Unit	70%	\$ 150,000.00	\$ 105,000.00
Basic Terminal - 250 Square Feet	70%	\$ 275.00	\$ 192.50
Local Airport Paved Runway Surface - 3,200 Feet or Greater	70%	\$ 2,230.76	\$ 1,561.53
Runway Strength (Full Length New Runway)	70%	See Jaffrey Airport - Silver Ranch, Moultonboro, Hampton	
Runway Lighting	90%	\$ 465,192.00	\$ 418,672.80
Low Intensity Taxiway Lighting	90%	\$ 132.91	\$ 119.62
Vertical Glide Slope Indicator	90%	\$ 320,160.00	\$ 288,144.00
Basic Terminal - 500 Square Feet	70%	\$ 300.00	\$ 210.00
JetA Fueling Service	90%	\$ 300,000.00	\$ 270,000.00
Snow Removal Equipment	90%	\$ 150,000.00	\$ 135,000.00
Snow Removal Equipment Building	70%	\$ 292.43	\$ 204.72
On-Site Weather Reporting Service	90%	\$ 350,000.00	\$ 315,000.00
Lighted Windsock	90%	\$ 20,000.00	\$ 18,000.00

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: ERROL

Assumptions:

Aircraft Parking Area: Local Aircraft Parking 4 Spaces
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet
 Rotating Beacon: The cost for rotating beacon is not included as the airport does not have runway lighting

By: SRL/JEP

Date: November 21, 2014

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
		Public Telephone	EA	1	\$ -	\$ -	\$ -	\$ -	\$ -
1	Landside	Basic Shelter - 100 Square Feet	EA	1	\$ 5,000.00	\$ 5,000	\$ -	\$ -	\$ 5,000
1	Airside	Aircraft Parking Area	SF	23,970	\$ 6.38	\$ 153,000	\$ -	\$ -	\$ 153,000
2	Landside	100LL Fueling Service	EA	1	\$ 9,000.00	\$ 9,000	\$ -	\$ -	\$ 9,000
2	Vis/Navaid	Rotating Beacon	EA	0	\$ 22,500.00	\$ -	\$ -	\$ -	\$ -
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Landside	Terminal Building - Heated	SF	100	\$ 175.00	\$ 18,000	\$ -	\$ -	\$ 18,000
Total =						\$ 285,000	\$ -	\$ -	\$ 285,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: FRANCONIA

Assumptions:

Terminal Building - Heated: 100 SF Basic Shelter
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet
 Rotating Beacon: The cost for rotating beacon is not included as the airport does not have runway lighting

By: SRL/JEP

Date: November 21, 2014

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
2	Landside	100LL Fueling Service	EA	1	\$ 9,000.00	\$ 9,000	\$ -	\$ -	\$ 9,000
2	Vis/Nav aids	Rotating Beacon	EA	0	\$ 22,500.00	\$ -	\$ -	\$ -	\$ -
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Landside	Terminal Building - Heated	SF	100	\$ 175.00	\$ 18,000	\$ -	\$ -	\$ 18,000
Total =						\$ 127,000	\$ -	\$ -	\$ 127,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: GIFFORD

Assumptions:

Terminal Building - Heated: 100 SF Basic Shelter
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet
 Rotating Beacon: The cost for rotating beacon is not included as the airport does not have runway lighting

By: SRL/JEP

Date: November 21, 2014

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
		Public Telephone	EA	1	\$ -	\$ -	\$ -	\$ -	\$ -
1	Landside	Basic Shelter – 100 Square Feet	EA	1	\$ 5,000.00	\$ 5,000	\$ -	\$ -	\$ 5,000
2	Landside	100LL Fueling Service	EA	1	\$ 9,000.00	\$ 9,000	\$ -	\$ -	\$ 9,000
2	Vis/Nav aids	Rotating Beacon	EA	0	\$ 22,500.00	\$ -	\$ -	\$ -	\$ -
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Landside	Terminal Building - Heated	SF	100	\$ 175.00	\$ 18,000	\$ -	\$ -	\$ 18,000
Total =						\$ 132,000	\$ -	\$ -	\$ 132,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: GORHAM

Assumptions:

20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 100LL Fueling Service: Airport On Acquirer, No Fuel Allowed by Town
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet
 Rotating Beacon: The cost for rotating beacon is not included as the airport does not have runway lighting

By: SRL/JEP

Ck: RLL

Date: November 21, 2014

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
		Public Telephone	EA	1	\$ -	\$ -	\$ -	\$ -	\$ -
1	Landside	Basic Shelter – 100 Square Feet	EA	1	\$ 5,000.00	\$ 5,000	\$ -	\$ -	\$ 5,000
2	Vis/Nav aids	Rotating Beacon	EA	0	\$ 22,500.00	\$ -	\$ -	\$ -	\$ -
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Landside	Terminal Building - Heated	SF	100	\$ 175.00	\$ 18,000	\$ -	\$ -	\$ 18,000
Total =						\$ 123,000	\$ -	\$ -	\$ 123,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: HAWTHORNE

Assumptions:

20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 Terminal Building - Heated: 100 SF Basic Shelter
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet

By: SRL/JEP

Date: November 21, 2014

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Landside	Basic Shelter - 100 Square Feet	EA	1	\$ 5,000.00	\$ 5,000	\$ -	\$ -	\$ 5,000
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Landside	Terminal Building - Heated	SF	100	\$ 175.00	\$ 18,000	\$ -	\$ -	\$ 18,000
Total =						\$ 123,000	\$ -	\$ -	\$ 123,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: NEWFOUND VALLEY

Assumptions:

Terminal Building - Heated: 100 SF Basic Shelter
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet
 Rotating Beacon: The cost for rotating beacon is not included as the airport does not have runway lighting

By: SRL/JEP

Ck: RLL

Date: November 21, 2014

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
		Public Telephone	EA	1	\$ -	\$ -	\$ -	\$ -	\$ -
2	Landside	100LL Fueling Service	EA	1	\$ 9,000.00	\$ 9,000	\$ -	\$ -	\$ 9,000
2	Vis/Nav aids	Rotating Beacon	EA	0	\$ 22,500.00	\$ -	\$ -	\$ -	\$ -
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Landside	Terminal Building - Heated	SF	100	\$ 175.00	\$ 18,000	\$ -	\$ -	\$ 18,000
Total =						\$ 127,000	\$ -	\$ -	\$ 127,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: PLYMOUTH

Assumptions:

20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included

See: Non-NPIAS Capital Cost Adjustment Rate Sheet

Rotating Beacon: The cost for rotating beacon is not included as the airport does not have runway lighting

By: SRL/JEP

Date: November 21, 2014

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
2	Landside	100LL Fueling Service	EA	1	\$ 9,000.00	\$ 9,000	\$ -	\$ -	\$ 9,000
2	Vis/Nav aids	Rotating Beacon	EA	0	\$ 22,500.00	\$ -	\$ -	\$ -	\$ -
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
Total =						\$ 109,000	\$ -	\$ -	\$ 109,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: TWIN MOUNTAIN

Assumptions:

Terminal Building - Heated: 100 SF Basic Shelter
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet

Date: November 21, 2014

By: SRL/JEP

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
2	Landside	100LL Fueling Service	EA	1	\$ 9,000.00	\$ 9,000	\$ -	\$ -	\$ 9,000
2	Vis/Nav aids	Rotating Beacon	EA	1	\$ 22,500.00	\$ 23,000	\$ -	\$ -	\$ 23,000
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Landside	Terminal Building - Heated	SF	100	\$ 175.00	\$ 18,000	\$ -	\$ -	\$ 18,000
Total =						\$ 150,000	\$ -	\$ -	\$ 150,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: CLAREMONT

Assumptions:

Runway 3,200 Feet or Greater: Local Runway Construction Costs ADG B-I
 One Instrument Approach Procedure: \$50,000 Budgeted for Planning Effort
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included

By: SRL/JEP

Ck: RLL

Date: November 21, 2014

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
2	Airside	Runway 3,200 Feet or Greater	LF	102	\$ 985.64	\$ 101,000	\$ 90,900	\$ 5,050	\$ 5,050
2	Survey/Study	One Instrument Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ 45,000	\$ 2,500	\$ 2,500
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
3	Vis/Nav aids	On-Site Weather Reporting System	EA	1	\$ 350,000.00	\$ 350,000	\$ 315,000	\$ 17,500	\$ 17,500
3	Landside	JetA Fueling Service	EA	1	\$ 300,000.00	\$ 300,000	\$ 270,000	\$ 15,000	\$ 15,000
Total =						\$ 901,000	\$ 810,900	\$ 45,050	\$ 45,050

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan

Airport: DEAN MEMORIAL

Assumptions:

Airport Owned Snow Removal Equipment: Small Loader (\$100,000), Displacement Plow Attachment (\$5,000), and Blower Attachment (\$45,000)
 Vertical Glide Slope Indicator: Two-Box PAPI System
 Hangar Storage Unit: 1,000SF T-Hangar Unit @ \$150/SF (Unheated, No Fire Suppression)
 Pavement Strength: New 3,200' Runway, Local Runway Construction Costs B-I
 One Instrument Approach Procedure: \$50,000 Budgeted for Planning Effort
 Low Intensity Taxiway Lights: Unit Cost \$132.91 (Same as MIRL) per LF @ 2611'



By: SRL/JEP

Ck: RLL

Date: November 21, 2014

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
		Public Telephone	EA	1	\$ -	\$ -	\$ -	\$ -	\$ -
1	Landside	Hangar Storage for All Winter-Based Aircraft	EA	8	\$ 150,000.00	\$ 1,200,000	\$ 1,080,000	\$ 60,000	\$ 60,000
1	Vis/Nav aids	Rotating Beacon	EA	1	\$ 25,000.00	\$ 25,000	\$ 22,500	\$ 1,250	\$ 1,250
1	Landside	Basic Terminal Building – 250 S.F.	SF	250	\$ 275.00	\$ 69,000	\$ 62,100	\$ 3,450	\$ 3,450
2	Airside	Runway Lights (Pilot Controlled)	EA	1	\$ 465,192.00	\$ 466,000	\$ 419,400	\$ 23,300	\$ 23,300
2	Vis/Nav aids	Vertical Glide Slope Indicator (Primary Runway End)	EA	1	\$ 320,160.00	\$ 321,000	\$ 288,900	\$ 16,050	\$ 16,050
2	Airside	Runway 3,200 Feet or Greater	LF	689	\$ 985.64	\$ 680,000	\$ 612,000	\$ 34,000	\$ 34,000
2	Airside	Pavement Strength 12,000 lbs. (SW)	LF	1	\$ 3,449,754.00	\$ 3,450,000	\$ 3,105,000	\$ 172,500	\$ 172,500
2	Airside	Low Intensity Taxiway Lights	LF	2,611	\$ 132.91	\$ 348,000	\$ 313,200	\$ 17,400	\$ 17,400
2	Other	Airport Owned Snow Removal Equipment	EA	1	\$ 150,000.00	\$ 150,000	\$ 135,000	\$ 7,500	\$ 7,500
3	Vis/Nav aids	On-Site Weather Reporting System	EA	1	\$ 350,000.00	\$ 350,000	\$ 315,000	\$ 17,500	\$ 17,500
3	Landside	JetA Fueling Service	EA	1	\$ 300,000.00	\$ 300,000	\$ 270,000	\$ 15,000	\$ 15,000
3	Survey/Study	One Instrument Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ 45,000	\$ 2,500	\$ 2,500
3	Landside	Basic Terminal Building – 500 S.F.	SF	250	\$ 300.00	\$ 75,000	\$ 67,500	\$ 3,750	\$ 3,750
Total =						\$ 7,484,000	\$ 6,735,600	\$ 374,200	\$ 374,200

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: HAMPTON

Assumptions:

Terminal Building - Heated: 100 SF Basic Shelter
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 Aircraft Parking Area: Local Aircraft Parking 4 Spaces at 5,993 sf/space
 Aircraft Parking Area: Local Aircraft Parking 6 Spaces: Assume 2 additional spaces at 5,993 sf/space
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet

By: SRL/JEP

Ck: RLL

Date: November 21, 2014

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Airside	Runway Surface-Paved	LF	2,100	\$ 690.20	\$ 1,450,000	\$ -	\$ -	\$ 1,450,000
1	Airside	Runway 2,500 Feet or Greater	LF	400	\$ 690.20	\$ 277,000	\$ -	\$ -	\$ 277,000
1	Airside	Paved Aircraft Parking - 4 Spaces	SF	23,973	\$ 17.25	\$ 414,000	\$ -	\$ -	\$ 414,000
1	Landside	Hangar Storage for All Winter-Based Aircraft	EA	25	\$ 105,000.00	\$ 2,625,000	\$ -	\$ -	\$ 2,625,000
1	Vis/Navaid	Rotating Beacon	EA	1	\$ 22,500.00	\$ 23,000	\$ -	\$ -	\$ 23,000
1	Survey/Study	Non-Precision Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
1	Landside	Basic Terminal Building - 250 sf	SF	250	\$ 192.50	\$ 49,000	\$ -	\$ -	\$ 49,000
2	Airside	Runway 3,200 Feet or Greater	LF	700	\$ 985.64	\$ 690,000	\$ -	\$ -	\$ 690,000
2	Airside	Pavement Strength 12,000 lbs. (SW)	LF	1	\$ 2,397,569.30	\$ 2,398,000	\$ -	\$ -	\$ 2,398,000
2	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
2	Airside	Paved Aircraft Parking - 6 Spaces	SF	11,986	\$ 17.25	\$ 207,000	\$ -	\$ -	\$ 207,000
2	Airside	Runway Lights (Pilot Controlled)	EA	1	\$ 418,672.80	\$ 419,000	\$ -	\$ -	\$ 419,000
2	Airside	Low Intensity Taxiway Lights	LF	1,200	\$ 119.62	\$ 144,000	\$ -	\$ -	\$ 144,000
2	Vis/Navaid	Vertical Glide Slope Indicator (Primary Runway)	EA	1	\$ 288,144.00	\$ 289,000	\$ -	\$ -	\$ 289,000
3	Landside	Basic Terminal Building – 500 S.F.	SF	250	\$ 210.00	\$ 53,000	\$ -	\$ -	\$ 53,000
3	Survey/Study	One Instrument Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
3	Landside	JetA Fueling Service	EA	1	\$ 270,000.00	\$ 270,000	\$ -	\$ -	\$ 270,000
3	Other	Airport Owned Snow Removal Equipment	EA	1	\$ 135,000.00	\$ 135,000	\$ -	\$ -	\$ 135,000
3	Landside	Snow Removal Equipment Building	SF	1,300	\$ 204.72	\$ 267,000	\$ -	\$ -	\$ 267,000
3	Vis/Navaid	On-Site Weather Reporting System	EA	1	\$ 315,000.00	\$ 315,000	\$ -	\$ -	\$ 315,000
Total =						\$ 10,225,000	\$ -	\$ -	\$ 10,225,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: JAFFREY

Assumptions:

Runway 3,200 Feet or Greater: National Runway Construction Costs ADG-CII
 Snow Removal Equipment Storage Building: SRE Two-Bay Wood Frame
 Airport Owned Snow Removal Equipment: Small Loader (\$100,000), Displacement Plow Attachment (\$5,000),
 and Blower Attachment (\$45,000)
 Vertical Glide Slope Indicator: Two-Box PAPI System
 Hangar Storage Unit: 1,000SF T-Hangar Unit @ \$150/SF (Unheated, No Fire Suppression)
 Low Intensity Taxiway Lights: Unit Cost \$132.91 (Same as MIRL) per LF @ 1,700'
 Non-Precision Approach Procedure: \$50,000 Budgeted for Planning Effort
 One Instrument Approach Procedure: \$50,000 Budgeted for Planning Effort
 Pavement Strength: New 3,200' Runway, Local Runway Construction Costs B-I
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet

By: SRL/JEP

Date: November 21, 2014

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Survey/Study	Non-Precision Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
1	Airside	Runway 3,200 Feet or Greater	LF	218	\$ 1,561.53	\$ 341,000	\$ -	\$ -	\$ 341,000
2	Survey/Study	One Instrument Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
2	Airside	Low Intensity Taxiway Lights	LF	1,700	\$ 119.62	\$ 204,000	\$ -	\$ -	\$ 204,000
3	Airside	Pavement Strength 12,000 lbs. (SW)	LF	1	\$ 2,414,827.80	\$ 2,415,000	\$ -	\$ -	\$ 2,415,000
3	Airside	Runway Lights (Pilot Controlled)	EA	1	\$ 418,672.80	\$ 419,000	\$ -	\$ -	\$ 419,000
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Vis/Nav aids	Vertical Glide Slope Indicator (Primary Runway End)	EA	1	\$ 288,144.00	\$ 289,000	\$ -	\$ -	\$ 289,000
3	Vis/Nav aids	On-Site Weather Reporting System	EA	1	\$ 315,000.00	\$ 315,000	\$ -	\$ -	\$ 315,000
3	Landside	JetA Fueling Service	EA	1	\$ 270,000.00	\$ 270,000	\$ -	\$ -	\$ 270,000
3	Other	Airport Owned Snow Removal Equipment	EA	1	\$ 135,000.00	\$ 135,000	\$ -	\$ -	\$ 135,000
3	Landside	Snow Removal Equipment Building	SF	1,300	\$ 204.72	\$ 267,000	\$ -	\$ -	\$ 267,000
Total =						\$ 4,855,000	\$ -	\$ -	\$ 4,855,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: MOULTONBORO

Assumptions:

Airport Owned Snow Removal Equipment: Small Loader (\$100,000), Displacement Plow Attachment (\$5,000), and Blower Attachment (\$45,000)
 Snow Removal Equipment Storage Building: SRE Two-Bay Wood Frame
 Vertical Glide Slope Indicator: Two-Box PAPI System
 Hangar Storage Unit: 1,000SF T-Hangar Unit @ \$150/SF (Unheated, No Fire Suppression)
 Low Intensity Taxiway Lights: Unit Cost \$132.91 (Same as MIRL) per LF @ 1,500'
 Non-Precision Approach Procedure: \$50,000 Budgeted for Planning Effort
 One Instrument Approach Procedure: \$50,000 Budgeted for Planning Effort
 Pavement Strength: New 3,475' Runway, Local Runway Construction Costs B-I
 See: Non-NPIAS Capital Cost Adjustment Rate Sheet

By: SRL/JEP

Date: November 21, 2014

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
		Hangar Storage for All Winter-Based Aircraft	EA	0	\$ -	\$ -	\$ -	\$ -	\$ -
1	Vis/Nav aids	Rotating Beacon	EA	1	\$ 22,500.00	\$ 23,000	\$ -	\$ -	\$ 23,000
1	Vis/Nav aids	Lighted Windsock	EA	1	\$ 18,000.00	\$ 18,000	\$ -	\$ -	\$ 18,000
1	Survey/Study	Non-Precision Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
1	Landside	Basic Terminal Building – 250 S.F.	SF	250	\$ 192.50	\$ 49,000	\$ -	\$ -	\$ 49,000
2	Airside	Pavement Strength 12,000 lbs. (SW)	LF	3,475	\$ 689.92	\$ 2,398,000	\$ -	\$ -	\$ 2,398,000
2	Airside	Runway Lights (Pilot Controlled)	EA	1	\$ 418,672.80	\$ 419,000	\$ -	\$ -	\$ 419,000
2	Airside	Low Intensity Taxiway Lights	EA	1,200	\$ 119.62	\$ 144,000	\$ -	\$ -	\$ 144,000
2	Landside	JetA Fueling Service	EA	1	\$ 270,000.00	\$ 270,000	\$ -	\$ -	\$ 270,000
2	Survey/Study	One Instrument Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
3	Vis/Nav aids	On-Site Weather Reporting System	EA	1	\$ 315,000.00	\$ 315,000	\$ -	\$ -	\$ 315,000
3	Vis/Nav aids	Vertical Glide Slope Indicator (Primary Runway End)	EA	1	\$ 288,144.00	\$ 289,000	\$ -	\$ -	\$ 289,000
3	Landside	Basic Terminal Building – 500 S.F.	SF	250	\$ 210.00	\$ 53,000	\$ -	\$ -	\$ 53,000
3	Other	Airport-Owned Snow Removal Equipment	EA	1	\$ 135,000.00	\$ 135,000	\$ -	\$ -	\$ 135,000
3	Landside	Snow Removal Equipment Storage Building	SF	1,300	\$ 204.72	\$ 267,000	\$ -	\$ -	\$ 267,000
Total =						\$ 4,480,000	\$ -	\$ -	\$ 4,480,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: PARLIN

Assumptions:

Airport Owned Snow Removal Equipment: Small Loader (\$100,000), Displacement Plow Attachment (\$5,000), and Blower Attachment (\$45,000)
 Snow Removal Equipment Storage Building: SRE Two-Bay Wood Frame
 Vertical Glide Slope Indicator: Two-Box PAPI System
 Paved Aircraft Parking - 6 Spaces: Local Aircraft Parking 4 Spaces (Existing = 4 Spaces, Need = 2 Spaces)
 Parking for Transient Aircraft: Local Aircraft Parking 4 Spaces
 Non-Precision Approach Procedure: \$50,000 Budgeted for Planning Effort
 One Instrument Approach Procedure: \$50,000 Budgeted for Planning Effort
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included

By: SRL/JEP
 Ck: RLL

Date: November 21, 2014

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Survey/Study	Non-Precision Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
2	Airside	Paved Aircraft Parking – 6 Spaces	SF	11,985	\$ 17.25	\$ 207,000	\$ -	\$ -	\$ 207,000
2	Airside	Runway Lights (Pilot Controlled)	EA	1	\$ 418,672.80	\$ 419,000	\$ -	\$ -	\$ 419,000
2	Vis/Nav aids	Vertical Glide Slope Indicator (Primary Runway End)	EA	1	\$ 288,144.00	\$ 289,000	\$ -	\$ -	\$ 289,000
2	Landside	Basic Terminal Building – 500 S.F.	SF	500	\$ 210.00	\$ 105,000	\$ -	\$ -	\$ 105,000
2	Landside	JetA Fueling Service	EA	1	\$ 270,000.00	\$ 270,000	\$ -	\$ -	\$ 270,000
2	Survey/Study	One Instrument Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ -	\$ -	\$ 50,000
3	Vis/Nav aids	On-Site Weather Reporting System	EA	1	\$ 315,000.00	\$ 315,000	\$ -	\$ -	\$ 315,000
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ -	\$ -	\$ 100,000
3	Other	Airport-Owned Snow Removal Equipment	EA	1	\$ 135,000.00	\$ 135,000	\$ -	\$ -	\$ 135,000
3	Airside	Parking for Transient Aircraft	SF	23,970	\$ 17.25	\$ 414,000	\$ -	\$ -	\$ 414,000
3	Landside	Snow Removal Equipment Storage Building	SF	1,300	\$ 204.72	\$ 267,000	\$ -	\$ -	\$ 267,000
Total =						\$ 2,621,000	\$ -	\$ -	\$ 2,621,000

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: SKYHAVEN

Assumptions:

Hangar Storage Unit: 1,000SF T-Hangar Unit @ \$150/SF (Unheated, No Fire Suppression)
 One Instrument Approach Procedure: \$50,000 Budgeted for Planning Effort
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included

Date: November 21, 2014

By: SRL/JEP

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Landside	Hangar Storage for All Winter-Based Aircraft	EA	14	\$ 150,000.00	\$ 2,100,000	\$ 1,890,000	\$ 105,000	\$ 105,000
2	Landside	JetA Fueling Service	EA	1	\$ 300,000.00	\$ 300,000	\$ 270,000	\$ 15,000	\$ 15,000
3	Survey/Study	One Instrument Approach Procedure	EA	1	\$ 50,000.00	\$ 50,000	\$ 45,000	\$ 2,500	\$ 2,500
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Total =						\$ 2,550,000	\$ 2,295,000	\$ 127,500	\$ 127,500

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: BERLIN

Assumptions:

Straight-In Instrument Approach Procedure to Two Runway Ends: \$50,000 Budgeted for Planning Effort
 Secure Aircraft Parking Apron: Local Aircraft Parking 4 Spaces
 Vertical Glide Slope Indicator: Four-box PAPI System
 Complete Airport Property Perimeter Fencing: 6,600 LF @ \$45 per LF. North of Runway End 18 from Existing Terminus to and South along East Side River Road to Stream Near Runway End 36
 Hangar Parking for Transient Aircraft: One Box/Conventional Hangar @ 5,000 SF
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included

By: SRL/JEP

Ck: RLL

Date: November 21, 2014

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
2	Survey/Study	Straight-In Instrument Approach Procedure to Two Runway Ends	1	1	\$ 50,000.00	\$ 50,000	\$ 45,000	\$ 2,500	\$ 2,500
2	Landside	Self Serve Jet A Fueling Available 24/7	EA	1	\$ 450,000.00	\$ 450,000	\$ 405,000	\$ 22,500	\$ 22,500
2	Airside	Hangar Parking for Transient Aircraft	EA	5,000	\$ 250.00	\$ 1,250,000	\$ 1,125,000	\$ 62,500	\$ 62,500
2	Landside	Complete Airport Property Perimeter Fencing	LF	6,600	\$ 45.00	\$ 297,000	\$ 267,300	\$ 14,850	\$ 14,850
3	Vis/Nav aids	Vertical Glide Slope Indicator on Each Runway End	EA	1	\$ 431,040.00	\$ 432,000	\$ 388,800	\$ 21,600	\$ 21,600
3	Airside	Secure Aircraft Parking Apron – 15+ Jet/Turboprop Aircraft	SF	89,900	\$ 24.64	\$ 2,216,000	\$ 1,994,400	\$ 110,800	\$ 110,800
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Total =						\$ 4,795,000	\$ 4,315,500	\$ 239,750	\$ 239,750

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: CONCORD

Assumptions:

Straight-In Instrument Approach Procedure to Two Runway Ends: \$50,000 Budgeted for Planning Effort
 Vertical Glide Slope Indicator: Four-box PAPI System
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included

Date: November 21, 2014

By: SRL/JEP

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
2	Landside	Self Serve Jet A Fueling Available 24/7	EA	1	\$ 450,000.00	\$ 450,000	\$ 405,000	\$ 22,500	\$ 22,500
3	Survey/Study	Straight-In Instrument Approach Procedure to Two Runway Ends	EA	1	\$ 50,000.00	\$ 50,000	\$ 45,000	\$ 2,500	\$ 2,500
3	Survey/Study	Vertical Glide Slope Indicator on Each Runway End	EA	2	\$ 431,040.00	\$ 863,000	\$ 776,700	\$ 43,150	\$ 43,150
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Total =						\$ 1,463,000	\$ 1,316,700	\$ 73,150	\$ 73,150

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: LACONIA

Assumptions:

Complete Airport Property Perimeter Fencing: ALP Shows Proposed Fencing; 13,000 LF @ \$45 per LF. North from Existing Terminus near Aviation Drive, Encompassing Entire Close Runway and Private Businesses and South to Point Point along Taxiway and East to Stream. Includes Connection of Existing Fence along Lake Shore Road

Date: November 21, 2014

By: SRL/JEP

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
2	Landside	Self Serve Jet A Fueling Available 24/7	EA	1	\$ 450,000.00	\$ 450,000	\$ 405,000	\$ 22,500	\$ 22,500
2	Landside	Complete Airport Property Perimeter Fencing	LF	5,000	\$ 45.00	\$ 225,000	\$ 202,500	\$ 11,250	\$ 11,250
Total =						\$ 675,000	\$ 607,500	\$ 33,750	\$ 33,750

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: MT WASHINGTON

Assumptions:

Straight-In Instrument Approach Procedure to Two Runway Ends: \$50,000 Budgeted for Planning Effort
 Secure Aircraft Parking Apron 10+ Jet/Turboprop Aircraft: Local Aircraft Parking 4 Spaces (Existing = 3, Need = 7)
 Hangar Storage for 90% of Winter Based Aircraft: (90% = ~33 Hangar Spaces; Existing = 14, Need = 19)
 Partially Fenced Airport Property Perimeter: 6,175 LF @ \$45/LF (Half of Estimated Complete Perimeter Fence = 12,350 LF)
 Runway Length of 4,600 Feet or Greater: Regional Runway Construction Costs
 Secure Aircraft Apron 15+ Jet/Turboprop Aircraft: Local Aircraft Parking 4 Spaces, Need = 5)
 Vertical Glide Slope Indicator on Each Runway End: Four-Box PAPI System
 Complete Airport Property Perimeter Fence: 6,175 LF @ \$45/LF (Half of Estimated Complete Perimeter Fence = 12,350 LF)
 Runway Length of 5,000 Feet or Greater: Regional Runway Construction Costs
 20:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included

By: SRL/JEP

Ck: RLL

Date: November 21, 2014

PHASE	Element	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Landside	Hangar Storage for 90% of Winter Based Aircraft	EA	19	\$ 150,000.00	\$ 2,850,000	\$ 2,565,000	\$ 142,500	\$ 142,500
1	Landside	JetA Fueling Service	EA	1	\$ 300,000.00	\$ 300,000	\$ 270,000	\$ 15,000	\$ 15,000
1	Landside	Partially Fenced Airport Property Perimeter	LF	6,175	\$ 45.00	\$ 278,000	\$ 250,200	\$ 13,900	\$ 13,900
1	Airside	Secure Aircraft Parking Apron – 10+ Jet/Turboprop Aircraft	SF	41,947	\$ 24.64	\$ 1,034,000	\$ 930,600	\$ 51,700	\$ 51,700
2	Airside	Runway Length of 4,600 Feet or Greater	LF	598	\$ 1,644.48	\$ 984,000	\$ 885,600	\$ 49,200	\$ 49,200
2	Vis/Nav aids	Vertical Glide Slope Indicator on Each Runway End	EA	1	\$ 431,040.00	\$ 432,000	\$ 388,800	\$ 21,600	\$ 21,600
2	Survey/Study	Straight-In Instrument Approach Procedure to Two Runway Ends	EA	1	\$ 50,000.00	\$ 50,000	\$ 45,000	\$ 2,500	\$ 2,500
3	Landside	Complete Airport Property Perimeter Fencing	LF	6,175	\$ 45.00	\$ 278,000	\$ 250,200	\$ 13,900	\$ 13,900
3	Airside	Secure Aircraft Parking Apron – 15+ Jet/Turboprop Aircraft	SF	29,962	\$ 24.64	\$ 739,000	\$ 665,100	\$ 36,950	\$ 36,950
3	Airside	Runway Length of 5,000 Feet or Greater	LF	400	\$ 1,644.48	\$ 658,000	\$ 592,200	\$ 32,900	\$ 32,900
3	Survey/Study	20:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Total =						\$ 7,703,000	\$ 6,932,700	\$ 385,150	\$ 385,150

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: BOIRE

Assumptions: Terminal Building - 5,000 SF: Estimated @ \$375/SF

Date: November 21, 2014

By: SRL/JEP

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
2	Landside	Terminal Building – 5,000 SF	EA	1	\$ 1,875,000.00	\$ 1,875,000	\$ 1,687,500	\$ 93,750	\$ 93,750
Total =						\$ 1,875,000	\$ 1,687,500	\$ 93,750	\$ 93,750

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: DILLANT-HOPKINS

Assumptions:

Secure Aircraft Parking Apron 40 Jet/Turboprop Aircraft: Local Aircraft Parking 4 Spaces (Existing = 25, Need = 15)
 Hangar Storage for All of Winter Based Aircraft:
 Secure Aircraft Apron 40+ Jet/Turboprop Aircraft:
 ARFF On-Site 24/7: Look At Community Facility In Future
 34:1 Clear Approach Slope: \$100,000 Budgeted for Initial Planning Effort; Construction not Included

Date: November 21, 2014

By: SRL/JEP
 Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Landside	Self Serve JetA and 100LL Available 24/7	EA	1	\$ 460,000.00	\$ 460,000	\$ 414,000	\$ 23,000	\$ 23,000
1	Landside	Hangar Storage for All Winter-Based Aircraft	EA	16	\$ 150,000.00	\$ 2,400,000	\$ 2,160,000	\$ 120,000	\$ 120,000
1	Airside	Secure Aircraft Parking Apron – 40+ Jet/Turboprop Aircraft	SF	89,900	\$ 24.64	\$ 2,216,000	\$ 1,994,400	\$ 110,800	\$ 110,800
2	Vis/Nav aids	Vertical Glide Slope Indicator on Each Runway End	EA	2	\$ 320,160.00	\$ 641,000	\$ 576,900	\$ 32,050	\$ 32,050
2	Survey/Study	Instrument Approach to All Runways, at Least Two Vertically Guided Approaches	EA	1	\$ 50,000.00	\$ 50,000	\$ 45,000	\$ 2,500	\$ 2,500
3	Other	ARFF On-Site 24/7	EA	1	\$ -	\$ -	\$ -	\$ -	\$ -
3	Survey/Study	34:1 Clear Approach Slope	EA	1	\$ 100,000.00	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000
Total =						\$ 5,867,000	\$ 5,280,300	\$ 293,350	\$ 293,350

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: LEBANON

Assumptions: Runway Length of 7,000 Feet or Greater: Primary Runway Construction Costs ADG D-IV

Date: November 21, 2014

By: SRL/JEP
Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Vis/Nav aids	Medium Intensity Approach Light System	EA	1	\$ 500,000.00	\$ 500,000	\$ 450,000	\$ 25,000	\$ 25,000
3	Airside	Runway Length of 7,000 Feet or Greater	LF	1,594	\$ 4,490.38	\$ 7,158,000	\$ 6,442,200	\$ 357,900	\$ 357,900
Total =						\$ 7,658,000	\$ 6,892,200	\$ 382,900	\$ 382,900

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: MANCHESTER

Assumptions:

Date: November 21, 2014

By: SRL/JEP

Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Other	U.S. Customs and Border Protection Facility On-Site	EA	1	On-Call	\$ -	\$ -	\$ -	\$ -
Total =						\$ -	\$ -	\$ -	\$ -

Recommendations Estimate of Probable Cost



McFARLAND-JOHNSON, INC.

NHDOT State Aviation System Plan



Airport: PORTSMOUTH

Assumptions: Category-III Instrument Landing System Approach to One Runway:

Date: November 21, 2014

By: SRL/JEP
Ck: RLL

PHASE	ELEMENT	DESCRIPTION	UNIT	ESTIMATED QUANTITY	ESTIMATED UNIT COST	TOTAL COST	FUNDING SOURCE		
							FEDERAL	STATE	LOCAL/ PRIVATE
1	Other	Category-III Instrument Landing System Approach to One Runway	EA	1	\$13,128,720.00	\$ 13,129,000	\$ 11,816,100	\$ 656,450	\$ 656,450
Total =						\$ 13,129,000.00	\$ 11,816,100.00	\$ 656,450.00	\$ 656,450.00