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New Hampshire DOT
Department of Transportation

# THE STATE OF NEW HAMPSHIRE
## DEPARTMENT OF TRANSPORTATION

*Victoria F. Sheehan*
*Commissioner*

*William Cass, P.E.*
*Assistant Commissioner*

Bureau of Aeronautics
October 14, 2022

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, NH 03301

**REQUESTED ACTION**

Authorize the Department of Transportation to award a grant to the City of Manchester (Vendor Code 177433), AIP-137, to rehabilitate Runway 17/35 Phase III at the Manchester-Boston Regional Airport. State and Federal participation in the amount of $16,466,730 is effective upon Governor and Council approval through July 31, 2026. 95% Federal Funds, 5% State Funds.

| Funding is available as follows: | FY 2023 |
|---|---|
| 04-96-96-960030-1335 | |
| FAA Projects | |
| 034-500161 New Construction | $ 16,466,730 |

**EXPLANATION**

A Federal Aviation Administration (FAA) grant has been awarded for $15,600,060 (copy attached), which represents 90% of the funding from the Federal AIP program. AIP-137 will provide funding to rehabilitate Runway 17/35 Phase III, to include runway pavement, shoulders, blast pads, lighting, and signage at the Manchester-Boston Regional Airport.

This FAA grant will fund the rehabilitation of 20-year pavement of Runway 17/35 (approximately 9,250 ft), the intersection of Runways 17/35 and 6/24 and approximately 500 feet of a portion of Runway 24. Runway shoulders, blast pads, replacement of airport lighting and signage is also included in this project.

The total project cost breakdown is as follows:

| | |
|---|---|
| Sponsor Administration | $ 500 |
| Independent Estimate of Project | $ 4,000 |
| Engineering Fees/ Resident Engineering (Jacobs Engineering) | $ 541,201 |
| Construction (Pike Industries, Inc.) | $ 16,413,059 |
| Miscellaneous (MHT Force account for escorting construction vehicles) | $ 374,640 |
| Total | $ 17,333,400 |

Two bids were received for this rehabilitation project and the low bid was submitted by Pike Industries, Inc.

In accordance with RSA 422:15, the Department of Transportation accepts the Federal Funds for this project as a pass through to the City of Manchester. State participation in the amount of $866,670 (5% of the total project) is also requested. The City of Manchester will participate in the amount of $866,670 (5% of the total project). Total cost of the project, including state and local matching shares, is $17,333,400.

In the event that the Federal Funds are no longer available, General Funds will not be requested to support this program.

In accordance with the FAA Grant Assurances C - Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute the grant offer; therefore, all funding for this project is encumbered in the first fiscal year.

Please note that the state funds are from the General Fund and have been previously approved in HB25, 2019, 146:1, XVI- A Capital Budget.

Sincerely,

Victoria F. Sheehan

Victoria F. Sheehan
Commissioner

Attachments
VFS/tlsl

# Jacobs

Project: REHABILITATE RUNWAY 17-35

Location: MANCHESTER - BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE

Bid Tabulation - Bids Opened on 19 April 2022 @ 2:30 PM

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | Jacobs Engineering UNIT COST | Jacobs Engineering UNIT TOTAL | Pike Industries, Inc. UNIT COST | Pike Industries, Inc. UNIT TOTAL | R.S. Audley, Inc. UNIT COST | R.S. Audley, Inc. UNIT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| | **BASE BID** | | | | | | | | |
| G-002-1 | As-Built Plans | LS | 1 | $ 25,000.00 | $ 25,000.00 | $ 75,000.00 | $ 75,000.00 | $ 25,000.00 | $ 25,000.00 |
| G-002-2 | Aerial Photos (All Phases) | LS | 1 | $ 50,000.00 | $ 50,000.00 | $ 20,000.00 | $ 20,000.00 | $ 15,000.00 | $ 15,000.00 |
| G-003-1 | Gate Guards Allowance | ALLOW | 1 | $ 100,000.00 | $ 100,000.00 | $ 100,000.00 | $ 100,000.00 | $ 100,000.00 | $ 100,000.00 |
| G-004-1 | Maintenance and Protection of Traffic (Phases 1-7 & 9) | LS | 1 | $ 150,000.00 | $ 150,000.00 | $ 1,250,000.00 | $ 1,250,000.00 | $ 215,000.00 | $ 215,000.00 |
| G-004-4 | Contractor's Safety Plan Compliance Document (All Phases) | LS | 1 | $ 25,000.00 | $ 25,000.00 | $ 500,000.00 | $ 500,000.00 | $ 10,000.00 | $ 10,000.00 |
| G-004-5 | Utility Locating Allowance | LS | 1 | $ 15,000.00 | $ 15,000.00 | $ 15,000.00 | $ 15,000.00 | $ 15,000.00 | $ 15,000.00 |
| G-005-1 | Engineer's Field Office | MONTHS | 5 | $ 10,000.00 | $ 50,000.00 | $ 3,500.00 | $ 17,500.00 | $ 2,500.00 | $ 12,500.00 |
| C-100-1 | Contractor Quality Control Program (CQCP)(All Phases) | LS | 1 | $ 100,000.00 | $ 100,000.00 | $ 250,000.00 | $ 250,000.00 | $ 50,000.00 | $ 50,000.00 |
| C-102-1 | Installation, Maintenance, and Removal of Silt Fence | LF | 1,000 | $ 5.00 | $ 5,000.00 | $ 3.00 | $ 3,000.00 | $ 3.50 | $ 3,500.00 |
| C-102-3 | Erosion Sock | LF | 45 | $ 4.00 | $ 180.00 | $ 10.00 | $ 450.00 | $ 5.50 | $ 247.50 |
| C-102-4 | Drain Inlet Protectors | EA | 10 | $ 150.00 | $ 1,500.00 | $ 200.00 | $ 2,000.00 | $ 350.00 | $ 3,500.00 |
| C-105-1 | Mobilization (3% Max.) | LS | 1 | $ 390,000.00 | $ 390,000.00 | $ 425,000.00 | $ 425,000.00 | $ 463,000.00 | $ 463,000.00 |
| M-001-1 | Construction Access Modifications | LS | 1 | $ 25,000.00 | $ 25,000.00 | $ 125,000.00 | $ 125,000.00 | $ 190,000.00 | $ 190,000.00 |
| M-002-1 | Runway Standby Time Allowance | ALLOW | 1 | $ 20,000.00 | $ 20,000.00 | $ 20,000.00 | $ 20,000.00 | $ 20,000.00 | $ 20,000.00 |
| M-004-1 | Remove and Reset Mechanically Stabilized Earth Wall Panels and Strips | EA | 65 | $ 400.00 | $ 26,000.00 | $ 2,500.00 | $ 162,500.00 | $ 3,250.00 | $ 211,250.00 |
| M-004-2 | Concrete Wall Coping | LF | 80 | $ 150.00 | $ 12,000.00 | $ 125.00 | $ 10,000.00 | $ 270.00 | $ 21,600.00 |
| M-004-3 | Concrete Wall Coping (Bolted) | LF | 160 | $ 200.00 | $ 32,000.00 | $ 150.00 | $ 24,000.00 | $ 300.00 | $ 48,000.00 |
| M-004-3 | Concrete Wall Coping (Cast-in-Place) | LF | 80 | $ 300.00 | $ 24,000.00 | $ 100.00 | $ 8,000.00 | $ 500.00 | $ 40,000.00 |
| M-005-2 | NHDOT Class III Riprap | CY | 395 | $ 70.00 | $ 27,650.00 | $ 125.00 | $ 49,375.00 | $ 60.00 | $ 23,700.00 |
| M-005-3 | NHDOT Class C Stone | CY | 360 | $ 70.00 | $ 25,200.00 | $ 75.00 | $ 27,000.00 | $ 48.00 | $ 17,280.00 |
| M-005-4 | Geotextile | SY | 1,470 | $ 10.00 | $ 14,700.00 | $ 4.00 | $ 5,880.00 | $ 5.00 | $ 7,350.00 |
| M-005-5 | Check Dam | EA | 1 | $ 1,000.00 | $ 1,000.00 | $ 1,200.00 | $ 1,200.00 | $ 500.00 | $ 500.00 |
| M-006-1 | Flush/Clean Out Existing Underdrains | ALLOW | 1 | $ 20,000.00 | $ 20,000.00 | $ 20,000.00 | $ 20,000.00 | $ 20,000.00 | $ 20,000.00 |
| M-008-1A | Crack Repair - Type 1A | LF | 3,000 | $ 3.00 | $ 9,000.00 | $ 1.00 | $ 3,000.00 | $ 1.00 | $ 3,000.00 |
| M-008-1B | Crack Repair - Type 1B | LF | 3,000 | $ 5.00 | $ 15,000.00 | $ 6.50 | $ 19,500.00 | $ 7.15 | $ 21,450.00 |
| M-008-1C | Crack Repair - Type 1C | LF | 3,000 | $ 10.00 | $ 30,000.00 | $ 6.00 | $ 18,000.00 | $ 6.30 | $ 18,900.00 |
| M-008-1D | Crack Repair - Type 1D | SY | 3,000 | $ 18.00 | $ 54,000.00 | $ 9.00 | $ 27,000.00 | $ 33.00 | $ 99,000.00 |
| P-101-1 | Pavement Milling (4-inch Nominal Depth-Runway) | SY | 170,000 | $ 5.00 | $ 850,000.00 | $ 3.38 | $ 574,600.00 | $ 4.40 | $ 748,000.00 |
| P-101-2 | Pavement Milling (2-inch Nominal Depth-Runway Shoulder) | SY | 5,640 | $ 5.00 | $ 28,200.00 | $ 4.00 | $ 22,560.00 | $ 3.30 | $ 19,272.00 |
| P-152-1 | Unclassified Excavation | CY | 1,000 | $ 20.00 | $ 20,000.00 | $ 40.00 | $ 40,000.00 | $ 30.00 | $ 30,000.00 |
| P-152-2 | Rock Excavation | CY | 50 | $ 20.00 | $ 1,000.00 | $ 160.00 | $ 8,000.00 | $ 75.00 | $ 3,750.00 |
| P-152-3 | Embankment in Place | CY | 105 | $ 12.00 | $ 1,260.00 | $ 35.00 | $ 3,675.00 | $ 45.00 | $ 4,725.00 |
| P-209-1 | Crushed Aggregate Base Course | CY | 135 | $ 60.00 | $ 8,100.00 | $ 100.00 | $ 13,500.00 | $ 75.00 | $ 10,125.00 |
| P-401-1 | Asphalt Mix Pavement-Surface Course | TON | 40,000 | $ 125.00 | $ 5,000,000.00 | $ 102.50 | $ 4,100,000.00 | $ 132.00 | $ 5,280,000.00 |
| P-401-2 | Localizer Checkpoint Marker | EA | 6 | $ 1,000.00 | $ 6,000.00 | $ 600.00 | $ 3,600.00 | $ 1,000.00 | $ 6,000.00 |
| P-403-1 | Asphalt Mix Pavement-Shoulders/Blast Pad Surface Course | TON | 700 | $ 125.00 | $ 87,500.00 | $ 200.00 | $ 140,000.00 | $ 132.00 | $ 92,400.00 |
| P-603-1 | Emulsified Asphalt Tack Coat | GAL | 34,500 | $ 5.00 | $ 172,500.00 | $ 3.50 | $ 120,750.00 | $ 5.50 | $ 189,750.00 |
| P-605-1 | Saw and Seal Pavement Joints - HMA | LF | 20,400 | $ 8.00 | $ 163,200.00 | $ 6.00 | $ 122,400.00 | $ 6.00 | $ 122,400.00 |
| P-608-1 | Emulsified Asphalt Seal Coat | SY | 500 | $ 10.00 | $ 5,000.00 | $ 19.40 | $ 9,700.00 | $ 21.50 | $ 10,750.00 |
| P-620-1 | Runway and Taxiway Marking - Permanent Color | SF | 145,500 | $ 3.00 | $ 436,500.00 | $ 1.40 | $ 203,700.00 | $ 1.25 | $ 181,875.00 |
| P-620-2 | Runway and Taxiway Marking - Permanent Black Borders | SF | 81,000 | $ 2.00 | $ 162,000.00 | $ 1.20 | $ 97,200.00 | $ 0.85 | $ 68,850.00 |
| P-620-3 | Runway and Taxiway Marking - Temporary | SF | 183,500 | $ 2.00 | $ 367,000.00 | $ 1.25 | $ 229,375.00 | $ 1.25 | $ 229,375.00 |
| P-620-4 | Removal of Markings | SF | 77,500 | $ 2.00 | $ 155,000.00 | $ 1.20 | $ 93,000.00 | $ 1.35 | $ 104,625.00 |
| P-621-1 | Saw-Cut Grooves | SY | 145,000 | $ 3.00 | $ 435,000.00 | $ 1.75 | $ 253,750.00 | $ 1.85 | $ 268,250.00 |
| D-752-2 | Remove and Reset Flared End Section | EA | 1 | $ 1,000.00 | $ 1,000.00 | $ 2,000.00 | $ 2,000.00 | $ 900.00 | $ 900.00 |
| L-105-1 | Cable Removal | LF | 57,610 | $ 1.00 | $ 57,610.00 | $ 0.55 | $ 31,685.50 | $ 0.55 | $ 31,685.50 |
| L-105-2 | Demolition in Airfield Lighting Vault | LS | 1 | $ 7,500.00 | $ 7,500.00 | $ 8,000.00 | $ 8,000.00 | $ 8,200.00 | $ 8,200.00 |
| L-105-3 | Remove Existing Pavement Sensor | EA | 9 | $ 200.00 | $ 1,800.00 | $ 700.00 | $ 6,300.00 | $ 740.00 | $ 6,660.00 |
| L-105-4 | Remove Existing Guidance Sign | EA | 38 | $ 700.00 | $ 26,600.00 | $ 500.00 | $ 19,000.00 | $ 500.00 | $ 19,000.00 |
| L-105-5 | Demolition of Existing LAHSO Light Base | EA | 6 | $ 500.00 | $ 3,000.00 | $ 450.00 | $ 2,700.00 | $ 400.00 | $ 2,400.00 |
| L-105-6 | Reaming of Existing Duct or Conduit | LF | 1,000 | $ 30.00 | $ 30,000.00 | $ 2.00 | $ 2,000.00 | $ 1.85 | $ 1,850.00 |
| L-108-1 | No. 8 AWG, 5kV, L-824, Type C Cable, Installed in Duct Bank or Conduit | LF | 92,930 | $ 4.00 | $ 371,720.00 | $ 2.75 | $ 255,557.50 | $ 2.75 | $ 255,557.50 |
| L-108-2 | No. 8 AWG, 5kV, L-824, Type C Cable, Installed in Trench | LF | 470 | $ 6.00 | $ 2,820.00 | $ 2.50 | $ 1,175.00 | $ 2.50 | $ 1,175.00 |
| L-108-3 | No. 6 AWG, Solid, Bare Copper Counterpoise Wire, Installed Above the Duct Bank or Conduit, Including Connections/Terminations | LF | 16,450 | $ 3.50 | $ 57,575.00 | $ 2.40 | $ 39,480.00 | $ 2.60 | $ 42,770.00 |
| L-108-4 | 3/4" Dia x 10' Copper Clad Steel Ground Rod | EA | 36 | $ 400.00 | $ 14,400.00 | $ 155.00 | $ 5,580.00 | $ 160.00 | $ 5,760.00 |
| L-110-1 | Concrete Encased Schedule 40 PVC Electrical Conduit, 1-Way 2-inch, in Existing Pavement, 24-inch Minimum Cover | LF | 1,350 | $ 45.00 | $ 60,750.00 | $ 40.00 | $ 54,000.00 | $ 42.00 | $ 56,700.00 |
| L-110-2 | Concrete Encased Schedule 80 PVC Electrical Conduit, 1-Way 2-inch, in Existing Pavement (for TDZ Lights), 10-inch Minimum Cover | LF | 13,120 | $ 50.00 | $ 656,000.00 | $ 41.50 | $ 544,480.00 | $ 45.00 | $ 590,400.00 |
| L-110-3 | Non-Encased Schedule 40 PVC Electrical Conduit, 1-Way 2-inch, in Turf | LF | 1,700 | $ 35.00 | $ 59,500.00 | $ 27.50 | $ 46,750.00 | $ 29.00 | $ 49,300.00 |
| L-110-4 | Concrete Encased Schedule 40 PVC Drainage Conduit, 1-Way 2-inch, in Existing Pavement | LF | 410 | $ 50.00 | $ 20,500.00 | $ 45.00 | $ 18,450.00 | $ 48.00 | $ 19,680.00 |
| L-110-5 | Concrete Encased Schedule 40 PVC Electrical Ductbank, 2-Way 2-inch, in Existing Pavement | LF | 280 | $ 49.00 | $ 13,720.00 | $ 48.00 | $ 13,440.00 | $ 50.00 | $ 14,000.00 |
| L-115-1 | Electrical Handhole 4' X 4', Aircraft Rated | EA | 2 | $ 12,000.00 | $ 24,000.00 | $ 14,000.00 | $ 28,000.00 | $ 14,520.00 | $ 29,040.00 |
| L-115-2 | Electrical Junction Structure, L-867, Size D | EA | 1 | $ 1,000.00 | $ 1,000.00 | $ 2,100.00 | $ 2,100.00 | $ 1,980.00 | $ 1,980.00 |
| L-125-1A | New In-Pavement LED Touchdown Zone Light on Existing Base Can | EA | 360 | $ 1,300.00 | $ 468,000.00 | $ 3,900.00 | $ 1,404,000.00 | $ 4,400.00 | $ 1,584,000.00 |
| L-125-1B | New In-Pavement LED Runway Centerline Light on Existing Base Can | EA | 183 | $ 1,300.00 | $ 237,900.00 | $ 4,000.00 | $ 732,000.00 | $ 4,200.00 | $ 768,600.00 |
| L-125-1C | New In-Pavement LED Semi-Flush Runway Edge Light on Existing Base Can | EA | 17 | $ 1,500.00 | $ 25,500.00 | $ 4,000.00 | $ 68,000.00 | $ 4,200.00 | $ 71,400.00 |
| L-125-2 | New Elevated LED Runway Edge Light on Existing Base Can | EA | 107 | $ 1,800.00 | $ 192,600.00 | $ 2,000.00 | $ 214,000.00 | $ 2,100.00 | $ 224,700.00 |

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | Jacobs Engineering UNIT COST | Jacobs Engineering UNIT TOTAL | Pike Industries, Inc. UNIT COST | Pike Industries, Inc. UNIT TOTAL | R.S. Audley, Inc. UNIT COST | R.S. Audley, Inc. UNIT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| L-125-3 | New In-Pavement L-868 Base Can and Steel Cover | EA | 30 | $ 5,000.00 | $ 150,000.00 | $ 4,500.00 | $ 135,000.00 | $ 4,750.00 | $ 142,500.00 |
| L-125-4 | Replace L-868 Base Can Extension | EA | 454 | $ 2,500.00 | $ 1,135,000.00 | $ 1,575.00 | $ 715,050.00 | $ 1,700.00 | $ 771,800.00 |
| L-125-5 | New Lighted Guidance Sign, Size 3, One Module | EA | 6 | $ 8,000.00 | $ 48,000.00 | $ 8,150.00 | $ 48,900.00 | $ 8,700.00 | $ 52,200.00 |
| L-125-6 | New Lighted Guidance Sign, Size 3, Two Module | EA | 6 | $ 9,000.00 | $ 54,000.00 | $ 10,200.00 | $ 61,200.00 | $ 11,000.00 | $ 66,000.00 |
| L-125-7 | New Lighted Guidance Sign, Size 3, Three Module | EA | 4 | $ 10,000.00 | $ 40,000.00 | $ 12,550.00 | $ 50,200.00 | $ 14,000.00 | $ 56,000.00 |
| L-125-8 | New Lighted Guidance Sign, Size 4 | EA | 16 | $ 10,000.00 | $ 160,000.00 | $ 7,600.00 | $ 121,600.00 | $ 8,100.00 | $ 129,600.00 |
| L-125-9 | New Lighted Guidance Sign on Existing Foundation, Size 3, One Module | EA | 4 | $ 4,000.00 | $ 16,000.00 | $ 8,300.00 | $ 33,200.00 | $ 8,600.00 | $ 34,400.00 |
| L-125-10 | New Lighted Guidance Sign on Existing Foundation, Size 3, Three Module | EA | 2 | $ 5,000.00 | $ 10,000.00 | $ 15,000.00 | $ 30,000.00 | $ 14,000.00 | $ 28,000.00 |
| L-125-11 | Photometric Acceptance Testing | LS | 1 | $ 40,000.00 | $ 40,000.00 | $ 60,000.00 | $ 60,000.00 | $ 62,000.00 | $ 62,000.00 |
| L-125-12 | Field Lighting Arrestor | EA | 25 | $ 4,000.00 | $ 100,000.00 | $ 3,500.00 | $ 87,500.00 | $ 3,500.00 | $ 87,500.00 |
| L-125-13 | Connection of TDZ Light to New Conduit | EA | 120 | $ 4,000.00 | $ 480,000.00 | $ 2,000.00 | $ 240,000.00 | $ 2,100.00 | $ 252,000.00 |
| L-125-14 | Temporary Lighting | LS | 1 | $ 20,000.00 | $ 20,000.00 | $ 42,000.00 | $ 42,000.00 | $ 46,000.00 | $ 46,000.00 |
| L-125-15 | Temporary Lighting (Phases 1, 2, & 3 Except - Phase 1A) | LS | 1 | $ 10,000.00 | $ 10,000.00 | $ 62,500.00 | $ 62,500.00 | $ 64,000.00 | $ 64,000.00 |
| L-125-16 | Light Base Measurements | LS | 1 | $ 15,000.00 | $ 15,000.00 | $ 17,000.00 | $ 17,000.00 | $ 17,000.00 | $ 17,000.00 |
| L-125-17 | Light Base Broken Bolt Removal | EA | 300 | $ 80.00 | $ 24,000.00 | $ 80.00 | $ 24,000.00 | $ 83.00 | $ 24,900.00 |
| L-140-1 | Runway Weather Sensor | EA | 9 | $ 7,000.00 | $ 63,000.00 | $ 8,109.00 | $ 72,990.00 | $ 8,800.00 | $ 79,200.00 |
| L-140-2 | Runway Weather Sensor Type V Extension Cable | LF | 13,240 | $ 8.00 | $ 105,920.00 | $ 6.55 | $ 86,722.00 | $ 7.25 | $ 95,990.00 |
| L-140-3 | Base Bid - Runway Weather Information System Upgrades and Commissioning | ALLOW | 1 | $ 50,000.00 | $ 50,000.00 | $ 50,000.00 | $ 50,000.00 | $ 50,000.00 | $ 50,000.00 |
| L-150-1 | Adjust Existing FAA MALS Approach Light | EA | 16 | $ 2,500.00 | $ 40,000.00 | $ 4,200.00 | $ 67,200.00 | $ 4,600.00 | $ 73,600.00 |
| L-150-2 | Adjust Existing FAA ALSF-2 Threshold Light | EA | 49 | $ 3,000.00 | $ 147,000.00 | $ 4,300.00 | $ 210,700.00 | $ 4,800.00 | $ 235,200.00 |
| L-150-3 | New FAA ALSF-2 Approach Light on Existing Base Can | EA | 96 | $ 3,000.00 | $ 288,000.00 | $ 2,300.00 | $ 220,800.00 | $ 2,500.00 | $ 240,000.00 |
| L-150-6 | Light Base Measurements - FAA Approach Lights | LS | 1 | $ 5,050.00 | $ 5,050.00 | $ 7,000.00 | $ 7,000.00 | $ 7,200.00 | $ 7,200.00 |
| | **BASE BID REVIEWED SUBTOTAL** | | | | $ 14,480,955.00 | | $ 15,157,185.00 | | $ 15,425,672.50 |

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | Jacobs Engineering UNIT COST | Jacobs Engineering UNIT TOTAL | Pike Industries, Inc. UNIT COST | Pike Industries, Inc. UNIT TOTAL | R.S. Audley, Inc. UNIT COST | R.S. Audley, Inc. UNIT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | ESTIMATED UNIT TOTAL | UNIT COST | UNIT TOTAL | UNIT COST | UNIT TOTAL |
| | **ADD-ALT 1 - Volume 1: Runway 17-35 Shoulders Mill/Pave** | | | | | | | | |
| G-002-1 | As-Built Plans | LS | 1 | $ 25,000.00 | $ 25,000.00 | $ 30,000.00 | $ 30,000.00 | $ 5,000.00 | $ 5,000.00 |
| C-105-1 | Mobilization (3% Max.) | LS | 1 | $ 28,000.00 | $ 28,000.00 | $ 25,000.00 | $ 25,000.00 | $ 25,000.00 | $ 25,000.00 |
| M-008-1A | Crack Repair - Type 1A | LF | 2,000 | $ 3.00 | $ 6,000.00 | $ 1.00 | $ 2,000.00 | $ 1.00 | $ 2,000.00 |
| M-008-1B | Crack Repair - Type 1B | LF | 1,000 | $ 5.00 | $ 5,000.00 | $ 7.00 | $ 7,000.00 | $ 7.15 | $ 7,150.00 |
| M-008-1C | Crack Repair - Type 1C | LF | 500 | $ 10.00 | $ 5,000.00 | $ 6.00 | $ 3,000.00 | $ 6.30 | $ 3,150.00 |
| P-101-2 | Pavement Milling (2-Inch Nominal Depth-Runway Shoulder) | SY | 40,950 | $ 5.00 | $ 204,750.00 | $ 3.40 | $ 139,230.00 | $ 3.30 | $ 135,135.00 |
| P-403-1 | Asphalt Mix Pavement-Shoulders/Blast Pad Surface Course | TON | 4,850 | $ 125.00 | $ 606,250.00 | $ 122.00 | $ 591,700.00 | $ 132.00 | $ 640,200.00 |
| P-603-1 | Emulsified Asphalt Tack Coat | GAL | 4,100 | $ 6.50 | $ 26,650.00 | $ 4.00 | $ 16,400.00 | $ 5.50 | $ 22,550.00 |
| P-605-1 | Saw and Seal Pavement Joints - HMA | LF | 620 | $ 8.00 | $ 4,960.00 | $ 6.00 | $ 3,720.00 | $ 6.00 | $ 3,720.00 |
| D-751-4 | Adjust Existing Underdrain Cleanout | EA | 75 | $ 200.00 | $ 15,000.00 | $ 125.00 | $ 9,375.00 | $ 325.00 | $ 24,375.00 |
| T-901-1 | Seeding | SY | 990 | $ 5.00 | $ 4,950.00 | $ 1.00 | $ 990.00 | $ 1.00 | $ 990.00 |
| T-905-1 | Topsoil (Obtained on Site or Removed from Stockpile) | SY | 495 | $ 11.00 | $ 5,445.00 | $ 9.00 | $ 4,455.00 | $ 8.75 | $ 4,331.25 |
| T-905-2 | Topsoil (Furnished from Off the Site) | SY | 495 | $ 12.00 | $ 5,940.00 | $ 12.00 | $ 5,940.00 | $ 9.75 | $ 4,826.25 |
| L-125-18 | Elevated Light Base Adjustment | EA | 21 | $ 1,700.00 | $ 35,700.00 | $ 1,500.00 | $ 31,500.00 | $ 1,500.00 | $ 31,500.00 |
| L-150-1 | Adjust Existing FAA MALS Approach Light | EA | 2 | $ 4,475.00 | $ 8,950.00 | $ 4,200.00 | $ 8,400.00 | $ 4,600.00 | $ 9,200.00 |
| | **ADD ALT 1 REVIEWED SUBTOTAL** | | | | $ 987,595.00 | | $ 878,710.00 | | $ 919,127.50 |
| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | ESTIMATED UNIT TOTAL | UNIT COST | UNIT TOTAL | UNIT COST | UNIT TOTAL |
| | **ADD-ALT 2 - Volume 1: Runway 17-35 Blast Pads Mill/Pave** | | | | | | | | |
| C-105-1 | Mobilization (3% Max. of Add. Alt. #2) | LS | 1 | $ 8,500.00 | $ 8,500.00 | $ 11,000.00 | $ 11,000.00 | $ 10,000.00 | $ 10,000.00 |
| M-008-1A | Crack Repair - Type 1A | LF | 1,000 | $ 3.00 | $ 3,000.00 | $ 2.00 | $ 2,000.00 | $ 1.00 | $ 1,000.00 |
| M-008-1B | Crack Repair - Type 1B | LF | 500 | $ 5.00 | $ 2,500.00 | $ 10.00 | $ 5,000.00 | $ 7.15 | $ 3,575.00 |
| M-008-1C | Crack Repair - Type 1C | LF | 250 | $ 10.00 | $ 2,500.00 | $ 9.00 | $ 2,250.00 | $ 6.30 | $ 1,575.00 |
| P-101-3 | Pavement Milling (2-Inch Nominal Depth-Runway Blast Pad) | SY | 9,290 | $ 5.00 | $ 46,450.00 | $ 4.00 | $ 37,160.00 | $ 3.30 | $ 30,657.00 |
| P-403-1 | Asphalt Mix Pavement-Shoulders/Blast Pad Surface Course | TON | 1,037 | $ 125.00 | $ 129,625.00 | $ 132.00 | $ 136,884.00 | $ 132.00 | $ 136,884.00 |
| P-603-1 | Emulsified Asphalt Tack Coat | GAL | 930 | $ 5.00 | $ 4,650.00 | $ 5.00 | $ 4,650.00 | $ 5.50 | $ 5,115.00 |
| P-605-1 | Saw and Seal Pavement Joints - HMA | LF | 470 | $ 8.00 | $ 3,760.00 | $ 15.00 | $ 7,050.00 | $ 9.75 | $ 4,582.50 |
| P-620-1 | Runway and Taxiway Marking - Permanent Color | SF | 7,750 | $ 2.00 | $ 15,500.00 | $ 2.00 | $ 15,500.00 | $ 1.25 | $ 9,687.50 |
| P-620-2 | Runway and Taxiway Marking - Permanent Black Borders | SF | 5,350 | $ 1.00 | $ 5,350.00 | $ 1.50 | $ 8,025.00 | $ 0.85 | $ 4,547.50 |
| P-620-4 | Removal of Markings | SF | 630 | $ 0.50 | $ 315.00 | $ 1.50 | $ 945.00 | $ 1.35 | $ 850.50 |
| T-901-1 | Seeding | SY | 300 | $ 5.00 | $ 1,500.00 | $ 2.00 | $ 600.00 | $ 1.00 | $ 300.00 |
| T-905-1 | Topsoil (Obtained on Site or Removed from Stockpile) | SY | 150 | $ 7.50 | $ 1,125.00 | $ 14.00 | $ 2,100.00 | $ 14.00 | $ 2,100.00 |
| T-905-2 | Topsoil (Furnished from Off the Site) | SY | 150 | $ 20.00 | $ 3,000.00 | $ 20.00 | $ 3,000.00 | $ 16.00 | $ 2,400.00 |
| L-125-18 | Elevated Light Base Adjustment | EA | 4 | $ 1,000.00 | $ 4,000.00 | $ 1,500.00 | $ 6,000.00 | $ 1,500.00 | $ 6,000.00 |
| L-150-1 | Adjust Existing FAA MALS Approach Light | EA | 5 | $ 2,500.00 | $ 12,500.00 | $ 5,000.00 | $ 25,000.00 | $ 4,600.00 | $ 23,000.00 |
| L-150-4 | Remove and Reinstall Existing FAA ALSF-2 Elevated Approach Light | EA | 34 | $ 700.00 | $ 23,800.00 | $ 3,000.00 | $ 102,000.00 | $ 2,850.00 | $ 96,900.00 |
| L-150-5 | Modifications to Existing Elevated Approach Light Concrete Foundation | LS | 1 | $ 30,000.00 | $ 30,000.00 | $ 8,000.00 | $ 8,000.00 | $ 8,800.00 | $ 8,800.00 |
| | **ADD ALT 2 REVIEWED SUBTOTAL** | | | | $ 298,075.00 | | $ 377,164.00 | | $ 347,974.00 |

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | Jacobs Engineering UNIT COST | Jacobs Engineering UNIT TOTAL | Pike Industries, Inc. UNIT COST | Pike Industries, Inc. UNIT TOTAL | R.S. Audley, Inc. UNIT COST | R.S. Audley, Inc. UNIT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | ESTIMATED UNIT TOTAL | UNIT COST | UNIT TOTAL | UNIT COST | UNIT TOTAL |
| | **ADD-ALT 3 - Volume 3 - MSE Wall Repairs/Drain Improvements** | | | | | | | | |
| G-002-1 | As-Built Plans | LS | 1 | $ 10,000.00 | $ 10,000.00 | $ 25,000.00 | $ 25,000.00 | $ 5,000.00 | $ 5,000.00 |
| G-003-1 | Gate Guards Allowance | ALLOW | 1 | $ 30,000.00 | $ 30,000.00 | $ 30,000.00 | $ 30,000.00 | $ 20,000.00 | $ 20,000.00 |
| G-004-2 | Maintenance and Protection of Traffic (Phase 8) | LS | 1 | $ 5,000.00 | $ 5,000.00 | $ 200,000.00 | $ 200,000.00 | $ 65,000.00 | $ 65,000.00 |
| G-004-5 | Utility Locating Allowance | ALLOW | 1 | $ 2,000.00 | $ 2,000.00 | $ 2,000.00 | $ 2,000.00 | $ 2,000.00 | $ 2,000.00 |
| G-055-1 | Engineer's Field Office | MONTHS | 2 | $ 10,000.00 | $ 20,000.00 | $ 3,400.00 | $ 6,800.00 | $ 1,600.00 | $ 3,200.00 |
| C-102-1 | Installation, Maintenance, and Removal of Silt Fence | LF | 20 | $ 5.00 | $ 100.00 | $ 5.00 | $ 100.00 | $ 5.50 | $ 110.00 |
| C-102-2 | Straw Wattles | LF | 1,345 | $ 3.00 | $ 4,035.00 | $ 5.00 | $ 6,725.00 | $ 5.50 | $ 7,397.50 |
| C-102-3 | Erosion Sock | LF | 55 | $ 4.00 | $ 220.00 | $ 8.00 | $ 440.00 | $ 5.50 | $ 302.50 |
| C-102-4 | Drain Inlet Protectors | EA | 7 | $ 150.00 | $ 1,050.00 | $ 275.00 | $ 1,925.00 | $ 360.00 | $ 2,520.00 |
| C-102-5 | Erosion Control Blanket | SY | 3,005 | $ 3.00 | $ 9,015.00 | $ 4.00 | $ 12,020.00 | $ 5.50 | $ 16,527.50 |
| C-105-1 | Mobilization (3% Max.) | LS | 1 | $ 25,000.00 | $ 25,000.00 | $ 55,000.00 | $ 55,000.00 | $ 60,000.00 | $ 60,000.00 |
| M-004-1 | Remove and Reset Mechanically Stabilized Earth Wall Panels and Straps | EA | 420 | $ 400.00 | $ 168,000.00 | $ 2,000.00 | $ 840,000.00 | $ 2,700.00 | $ 1,134,000.00 |
| M-004-2 | Concrete Wall Coping | LF | 1,040 | $ 150.00 | $ 156,000.00 | $ 110.00 | $ 114,400.00 | $ 300.00 | $ 312,000.00 |
| M-004-3 | Concrete Wall Coping (Bolted) | LF | 135 | $ 200.00 | $ 27,000.00 | $ 120.00 | $ 16,200.00 | $ 310.00 | $ 41,850.00 |
| M-004-4 | Concrete Wall Coping (Cast-In-Place) | LF | 30 | $ 300.00 | $ 9,000.00 | $ 72.00 | $ 2,160.00 | $ 700.00 | $ 21,000.00 |
| M-004-5 | Wall Strap Splicing | EA | 35 | $ 100.00 | $ 3,500.00 | $ 140.00 | $ 4,900.00 | $ 275.00 | $ 9,625.00 |
| M-004-6 | Wall Tie-Off | EA | 20 | $ 500.00 | $ 10,000.00 | $ 800.00 | $ 16,000.00 | $ 1,800.00 | $ 36,000.00 |
| M-005-1 | NHDOT Class I Riprap | CY | 140 | $ 70.00 | $ 9,800.00 | $ 100.00 | $ 14,000.00 | $ 58.00 | $ 8,120.00 |
| M-005-2 | NHDOT Class III Riprap | CY | 55 | $ 70.00 | $ 3,850.00 | $ 125.00 | $ 6,875.00 | $ 75.00 | $ 4,125.00 |
| M-005-4 | Geotextile | SY | 485 | $ 10.00 | $ 4,850.00 | $ 3.00 | $ 1,455.00 | $ 5.00 | $ 2,425.00 |
| M-005-5 | Check Dam | EA | 1 | $ 1,000.00 | $ 1,000.00 | $ 1,100.00 | $ 1,100.00 | $ 1,440.00 | $ 1,440.00 |
| M-007-1 | Stormwater Pollution Prevention Plan (SWPPP)(Phases 1-8) | LS | 1 | $ 3,000.00 | $ 3,000.00 | $ 7,500.00 | $ 7,500.00 | $ 9,500.00 | $ 9,500.00 |
| M-007-2 | SWPPP Monitoring (Phases 1-8) | LS | 1 | $ 15,000.00 | $ 15,000.00 | $ 25,000.00 | $ 25,000.00 | $ 7,600.00 | $ 7,600.00 |
| P-101-4 | Pavement Removal (4" Depth) | SY | 1,110 | $ 20.00 | $ 22,200.00 | $ 15.00 | $ 16,650.00 | $ 5.00 | $ 5,550.00 |
| P-101-5 | Removal of Pipe | LF | 140 | $ 20.00 | $ 2,800.00 | $ 35.00 | $ 4,900.00 | $ 30.00 | $ 4,200.00 |
| P-101-6 | Removal of Structures | EA | 1 | $ 1,000.00 | $ 1,000.00 | $ 725.00 | $ 725.00 | $ 650.00 | $ 650.00 |
| P-152-1 | Unclassified Excavation | CY | 2,510 | $ 20.00 | $ 50,200.00 | $ 34.00 | $ 85,340.00 | $ 60.00 | $ 150,600.00 |
| P-152-2 | Rock Excavation | CY | 50 | $ 20.00 | $ 1,000.00 | $ 155.00 | $ 7,750.00 | $ 100.00 | $ 5,000.00 |
| P-152-3 | Embankment in Place | CY | 100 | $ 12.00 | $ 1,200.00 | $ 30.00 | $ 3,000.00 | $ 50.00 | $ 5,000.00 |
| P-209-1 | Crushed Aggregate Base Course | CY | 425 | $ 60.00 | $ 25,500.00 | $ 55.00 | $ 23,375.00 | $ 60.00 | $ 25,500.00 |
| P-403-1 | Asphalt Mix Pavement Surface Course | TON | 260 | $ 125.00 | $ 32,500.00 | $ 123.00 | $ 31,980.00 | $ 132.00 | $ 34,320.00 |
| P-403-2 | Asphalt Mix Pavement Surface Course (Hand Work) | TON | 350 | $ 175.00 | $ 61,250.00 | $ 223.00 | $ 78,050.00 | $ 193.00 | $ 67,550.00 |
| P-603-1 | Emulsified Asphalt Tack Coat | GAL | 130 | $ 9.00 | $ 1,170.00 | $ 10.00 | $ 1,300.00 | $ 5.50 | $ 715.00 |
| P-605-1 | Saw and Seal Pavement Joints - HMA | LF | 1,005 | $ 8.00 | $ 8,040.00 | $ 6.00 | $ 6,030.00 | $ 6.00 | $ 6,030.00 |
| P-620-1 | Runway and Taxiway Marking - Permanent Color | SF | 50 | $ 2.50 | $ 125.00 | $ 1.30 | $ 65.00 | $ 1.25 | $ 62.50 |
| D-701-1 | 12-Inch PVC Pipe | LF | 190 | $ 60.00 | $ 11,400.00 | $ 80.00 | $ 15,200.00 | $ 95.00 | $ 18,050.00 |
| D-701-2 | 15-Inch PVC Pipe | LF | 190 | $ 55.00 | $ 10,450.00 | $ 85.00 | $ 16,150.00 | $ 95.00 | $ 18,050.00 |
| D-701-3 | 18-Inch PVC Pipe | LF | 460 | $ 75.00 | $ 34,500.00 | $ 125.00 | $ 57,500.00 | $ 130.00 | $ 59,800.00 |
| D-701-4 | 24-Inch RCP Pipe | LF | 90 | $ 80.00 | $ 7,200.00 | $ 130.00 | $ 11,700.00 | $ 140.00 | $ 12,600.00 |
| D-701-5 | 30-Inch RCP Pipe | LF | 25 | $ 70.00 | $ 1,750.00 | $ 250.00 | $ 6,250.00 | $ 235.00 | $ 5,875.00 |
| D-701-6 | Board Insulation, 2" Thick (Polystyrene) | SY | 475 | $ 10.00 | $ 4,750.00 | $ 24.00 | $ 11,400.00 | $ 36.00 | $ 17,100.00 |
| D-751-1 | 60-Inch Diameter Catch Basin | EA | 1 | $ 4,500.00 | $ 4,500.00 | $ 10,000.00 | $ 10,000.00 | $ 7,100.00 | $ 7,100.00 |
| D-751-2 | 3'x2' Drop Inlet | EA | 5 | $ 3,000.00 | $ 15,000.00 | $ 4,500.00 | $ 22,500.00 | $ 5,600.00 | $ 28,000.00 |
| D-751-4 | Adjust Frames and Covers | EA | 1 | $ 1,500.00 | $ 1,500.00 | $ 1,200.00 | $ 1,200.00 | $ 650.00 | $ 650.00 |
| D-752-1 | 24-Inch Flared End Section | EA | 1 | $ 2,100.00 | $ 2,100.00 | $ 3,150.00 | $ 3,150.00 | $ 1,200.00 | $ 1,200.00 |
| D-752-2 | Remove and Reset Flared End Section | EA | 1 | $ 1,000.00 | $ 1,000.00 | $ 2,200.00 | $ 2,200.00 | $ 900.00 | $ 900.00 |
| T-901-1 | Seeding | SY | 3,630 | $ 5.00 | $ 18,150.00 | $ 1.00 | $ 3,630.00 | $ 1.00 | $ 3,630.00 |
| T-905-1 | Topsoil (Obtained on Site or Removed from Stockpile) | SY | 1,815 | $ 5.00 | $ 9,075.00 | $ 7.00 | $ 12,705.00 | $ 4.00 | $ 7,260.00 |
| T-905-2 | Topsoil (Furnished from Off the Site) | SY | 1,815 | $ 10.00 | $ 18,150.00 | $ 9.00 | $ 16,335.00 | $ 5.00 | $ 9,075.00 |
| | **ADD ALT 3 REVIEWED SUBTOTAL** | | | | $ 563,930.00 | | $ 1,838,685.00 | | $ 2,274,210.00 |
| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | ESTIMATED UNIT TOTAL | UNIT COST | UNIT TOTAL | UNIT COST | UNIT TOTAL |
| | **ADD-ALT 4 - Volume 1 - Runway Weather Information System Upgrades** | | | | | | | | |
| L-140-4 | Add Alternate #4 - Runway Weather Information System Upgrades and Commissioning | ALLOW | 1 | $ 75,000.00 | $ 75,000.00 | $ 75,000.00 | $ 75,000.00 | $ 75,000.00 | $ 75,000.00 |
| L-140-5 | Add Alternate #4 - Contractor Support of RWIS System Manufacturer | LS | 1 | $ 7,400.00 | $ 7,400.00 | $ 45,000.00 | $ 45,000.00 | $ 47,600.00 | $ 47,600.00 |
| | **ADD-ALT 4 REVIEWED SUBTOTAL** | | | | $ 82,400.00 | | $ 120,000.00 | | $ 122,600.00 |
| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | ESTIMATED UNIT TOTAL | UNIT COST | UNIT TOTAL | UNIT COST | UNIT TOTAL |
| | **ADD-ALT 5 - Volume 1 - EMH Drainage Improvements** | | | | | | | | |
| G-002-1 | As-Built Plans | LS | 1 | $ 10,000.00 | $ 10,000.00 | $ 10,000.00 | $ 10,000.00 | $ 1,000.00 | $ 1,000.00 |
| G-004-5 | Utility Locating Allowance | ALLOW | 1 | $ 5,000.00 | $ 5,000.00 | $ 5,000.00 | $ 5,000.00 | $ 5,000.00 | $ 5,000.00 |
| C-102-2 | Drain Inlet Protectors | EA | 16 | $ 325.00 | $ 5,200.00 | $ 250.00 | $ 4,000.00 | $ 360.00 | $ 5,760.00 |
| M-007-3 | Stormwater Pollution Prevention Plan (SWPPP)(Phases 9) | LS | 1 | $ 3,500.00 | $ 3,500.00 | $ 3,000.00 | $ 3,000.00 | $ 2,500.00 | $ 2,500.00 |
| M-007-4 | SWPPP Monitoring (Phase 9) | LS | 1 | $ 15,000.00 | $ 15,000.00 | $ 9,000.00 | $ 9,000.00 | $ 2,500.00 | $ 2,500.00 |
| D-701-7 | Schedule 80 4-Inch PVC Pipe | LF | 1,900 | $ 75.00 | $ 142,500.00 | $ 33.00 | $ 62,700.00 | $ 60.00 | $ 114,000.00 |
| T-901-1 | Seeding | SY | 3,000 | $ 5.00 | $ 15,000.00 | $ 1.00 | $ 3,000.00 | $ 1.00 | $ 3,000.00 |
| T-905-1 | Topsoil (Obtained on Site or Removed from Stockpile) | SY | 3,000 | $ 6.00 | $ 18,000.00 | $ 8.00 | $ 24,000.00 | $ 4.00 | $ 12,000.00 |
| | **ADD-ALT 5 REVIEWED SUBTOTAL** | | | | $ 214,200.00 | | $ 120,700.00 | | $ 145,760.00 |

| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | Jacobs Engineering UNIT COST | Jacobs Engineering UNIT TOTAL | Pike Industries, Inc. UNIT COST | Pike Industries, Inc. UNIT TOTAL | R.S. Audley, Inc. UNIT COST | R.S. Audley, Inc. UNIT TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | ESTIMATED UNIT TOTAL | UNIT COST | UNIT TOTAL | UNIT COST | UNIT TOTAL |
| | **ADD-ALT 6 - Volume 4 - Reconstruct and Rehabilitate Service Road** | | | | | | | | |
| G-002-1 | As-Built Plans | LS | 1 | $ 5,000.00 | $ 5,000.00 | $ 15,000.00 | $ 15,000.00 | $ 2,500.00 | $ 2,500.00 |
| G-003-1 | Gate Guard Allowance | ALLOW | 1 | $ 12,000.00 | $ 12,000.00 | $ 12,000.00 | $ 12,000.00 | $ 12,000.00 | $ 12,000.00 |
| G-004-3 | Maintenance and Protection of Traffic | LS | 1 | $ 2,000.00 | $ 2,000.00 | $ 35,000.00 | $ 35,000.00 | $ 35,000.00 | $ 35,000.00 |
| G-004-5 | Utility Locating Allowance | ALLOW | 1 | $ 4,050.00 | $ 4,050.00 | $ 3,000.00 | $ 3,000.00 | $ 3,000.00 | $ 3,000.00 |
| G-005-1 | Engineer's Field Office | LS | 1 | $ 6,000.00 | $ 6,000.00 | $ 3,500.00 | $ 3,500.00 | $ 1,620.00 | $ 1,620.00 |
| C-102-1 | Installation, Maintenance, and Removal of Silt Fence | LF | 1,000 | $ 10.00 | $ 10,000.00 | $ 2.50 | $ 2,500.00 | $ 3.00 | $ 3,000.00 |
| C-102-2 | Drain Inlet Protectors | EA | 2 | $ 400.00 | $ 800.00 | $ 300.00 | $ 600.00 | $ 360.00 | $ 720.00 |
| C-105-1 | Mobilization | LS | 1 | $ 138,000.00 | $ 138,000.00 | $ 33,000.00 | $ 33,000.00 | $ 15,000.00 | $ 15,000.00 |
| M-003-1 | Stream Bed Native Material | SY | 1,600 | $ 10.00 | $ 16,000.00 | $ 2.00 | $ 3,200.00 | $ 45.00 | $ 72,000.00 |
| M-003-2 | Riprap Class I | SY | 1,600 | $ 25.00 | $ 40,000.00 | $ 20.00 | $ 32,000.00 | $ 30.00 | $ 48,000.00 |
| M-003-3 | Riprap Class VII | SY | 1,900 | $ 50.00 | $ 95,000.00 | $ 65.00 | $ 123,500.00 | $ 45.00 | $ 85,500.00 |
| M-003-4 | Water Diversion | LS | 1 | $ 5,000.00 | $ 5,000.00 | $ 12,000.00 | $ 12,000.00 | $ 50,000.00 | $ 50,000.00 |
| M-005-5 | Stone Check Dam | EA | 15 | $ 500.00 | $ 7,500.00 | $ 500.00 | $ 7,500.00 | $ 500.00 | $ 7,500.00 |
| M-007-1 | Stormwater Pollution Prevention Plan (SWPPP) | LS | 1 | $ 3,000.00 | $ 3,000.00 | $ 2,500.00 | $ 2,500.00 | $ 2,500.00 | $ 2,500.00 |
| M-007-2 | SWPPP Monitoring | LS | 1 | $ 3,000.00 | $ 3,000.00 | $ 5,500.00 | $ 5,500.00 | $ 1,200.00 | $ 1,200.00 |
| P-101-4 | Remove Bituminous Pavement | SY | 2,800 | $ 6.00 | $ 16,800.00 | $ 6.50 | $ 18,200.00 | $ 5.00 | $ 14,000.00 |
| P-101-7 | Pavement Milling (2" Nominal Depth - Service Road) | SY | 16,000 | $ 8.00 | $ 128,000.00 | $ 2.50 | $ 40,000.00 | $ 3.30 | $ 52,800.00 |
| P-152-1 | Unclassified Excavation | CY | 4,800 | $ 14.00 | $ 67,200.00 | $ 25.00 | $ 120,000.00 | $ 45.00 | $ 216,000.00 |
| P-154-1 | Subbase Course | CY | 950 | $ 35.00 | $ 33,250.00 | $ 40.00 | $ 38,000.00 | $ 45.00 | $ 42,750.00 |
| P-209-1 | Crushed Aggregate Base Course | CY | 650 | $ 45.00 | $ 29,250.00 | $ 55.00 | $ 35,750.00 | $ 80.00 | $ 52,000.00 |
| P-403-1 | Asphalt Mix Pavement-Shoulders/Blast Pad Surface Course | TON | 2,700 | $ 150.00 | $ 405,000.00 | $ 122.00 | $ 329,400.00 | $ 132.00 | $ 356,400.00 |
| P-603-1 | Emulsified Asphalt Tack Coat | GAL | 2,800 | $ 6.00 | $ 16,800.00 | $ 4.00 | $ 11,200.00 | $ 5.50 | $ 15,400.00 |
| P-605-1 | Saw and Seal Pavement Joints - HMA | LF | 400 | $ 5.50 | $ 2,200.00 | $ 6.00 | $ 2,400.00 | $ 6.00 | $ 2,400.00 |
| P-620-1 | Runway and Taxiway Marking - Permanent Color | SF | 8,400 | $ 3.00 | $ 25,200.00 | $ 1.50 | $ 12,600.00 | $ 1.25 | $ 10,500.00 |
| D-701-6 | 54" RCP Culvert | LF | 15 | $ 700.00 | $ 10,500.00 | $ 500.00 | $ 7,500.00 | $ 750.00 | $ 11,250.00 |
| D-708-0 | 12" HDPE Pipe | LF | 250 | $ 55.00 | $ 13,750.00 | $ 50.00 | $ 12,500.00 | $ 75.00 | $ 18,750.00 |
| D-751-4 | Headwalls | EA | 2 | $ 10,000.00 | $ 20,000.00 | $ 20,500.00 | $ 41,000.00 | $ 40,000.00 | $ 80,000.00 |
| T-901-1 | Seeding | SY | 5,000 | $ 1.00 | $ 5,000.00 | $ 1.00 | $ 5,000.00 | $ 1.00 | $ 5,000.00 |
| T-901-2 | Wetland Seeding | SY | 1,600 | $ 3.00 | $ 4,800.00 | $ 2.00 | $ 3,200.00 | $ 1.65 | $ 2,640.00 |
| T-905-1 | Topsoil (Obtained on Site) | SY | 5,000 | $ 7.00 | $ 35,000.00 | $ 8.00 | $ 40,000.00 | $ 4.00 | $ 20,000.00 |
| F-162-1 | Chain Link Fence with Wildlife Deterrent | LF | 3,000 | $ 75.00 | $ 225,000.00 | $ 45.00 | $ 135,000.00 | $ 90.00 | $ 270,000.00 |
| F-162-2 | Repaire Fence | LF | 2,500 | $ 15.00 | $ 37,500.00 | $ 15.00 | $ 37,500.00 | $ 10.00 | $ 25,000.00 |
| | ADD ALT 6 REVIEWED SUBTOTAL | | | | $ 1,422,600.00 | | $ 1,183,050.00 | | $ 1,534,410.00 |
| | BASE BID - VOLUME 1 AND 2 RUNWAY 17-35 MILL/PAVE/LIGHTS REVIEWED SUBTOTAL | | | | $ 14,480,955.00 | | $ 15,157,185.00 | | $ 15,425,872.50 |
| | ADD-ALT 1 - VOLUME 1: RUNWAY 17-35 SHOULDERS MILL/PAVE REVIEWED SUBTOTAL | | | | $ 987,595.00 | | $ 878,710.00 | | $ 919,127.50 |
| | ADD-ALT 2 - VOLUME 1: RUNWAY 17-35 BLAST PADS MILL/PAVE REVIEWED SUBTOTAL | | | | $ 296,075.00 | | $ 377,164.00 | | $ 347,874.00 |
| | ~~ADD-ALT 3 - VOLUME 3: MSE WALL REPAIRS/DRAIN IMPROVEMENTS REVIEWED SUBTOTAL~~ | | | | ~~$ 900,500.00~~ | | ~~$ 1,030,565.00~~ | | ~~$ 2,274,219.00~~ |
| | ~~ADD-ALT 4 - VOLUME 1: RUNWAY WEATHER INFORMATION SYSTEM UPGRADES REVIEWED SUBTOTAL~~ | | | | ~~$ 82,400.00~~ | | ~~$ 120,000.00~~ | | ~~$ 122,500.00~~ |
| | ~~ADD-ALT 5 - VOLUME 1: EMH DRAINAGE IMPROVEMENTS REVIEWED SUBTOTAL~~ | | | | ~~$ 211,200.00~~ | | ~~$ 120,750.00~~ | | ~~$ 145,750.00~~ |
| | ~~ADD-ALT 6 - VOLUME 4: EMH DRAINAGE IMPROVEMENTS REVIEWED SUBTOTAL~~ | | | | ~~$ 1,422,600.00~~ | | ~~$ 1,183,050.00~~ | | ~~$ 1,534,410.00~~ |
| | TOTAL REVIEWED BID AMOUNT | | | | ~~$ 19,249,725.00~~ | | ~~$ 19,072,494.00~~ | | ~~$ 20,769,754.00~~ |
| | | | | | $15,766,625.00 | | $16,413,059.00 | | $16,692,774.00 |

Additive alternates #3-6 not awarded under this grant.

U.S. Department
of Transportation
Federal Aviation
Administration

**FAA Airport Improvement Program (AIP)**

**GRANT AGREEMENT**

**Part I - Offer**

| | |
|---|---|
| Federal Award Offer Date | July 22, 2022 |
| Airport/Planning Area | Manchester Boston Regional Airport |
| FY2022 AIP Grant Number | 3-33-0011-137-2022 |
| Unique Entity Identifier | L678RJK6JE86 |

TO: City of Manchester, NH
**(herein called the "Sponsor")**

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

**WHEREAS**, the Sponsor has submitted to the FAA a Project Application dated May 2, 2022, for a grant of Federal funds for a project at or associated with the Manchester Boston Regional Airport, which is included as part of this Grant Agreement; and

**WHEREAS**, the FAA has approved a project for the Manchester Boston Regional Airport (herein called the "Project") consisting of the following:

Rehabilitate Runway 17/35 Phase III – Rehabilitation of Runway 17/35 Pavement, Shoulders, and Blast Pads,

which is more fully described in the Project Application.

**NOW THEREFORE**, Pursuant to and for the purpose of carrying out the Title 49, United States Code (U.S.C.), Chapters 471 and 475; 49 U.S.C. §§ 40101 et seq., and 48103; FAA Reauthorization Act of 2018 (Public Law Number 115-254); the Department of Transportation Appropriations Act, 2021 (Public Law 116-260, Division L); the Consolidated Appropriations Act, 2022 (Public Law 117-103); and the representations contained in the Project Application; and in consideration of: (a) the Sponsor's adoption and ratification of the Grant Assurances attached hereto; (b) the Sponsor's acceptance of this Offer; and

(c) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurance and conditions as herein provided;

**THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay ninety (90) percent of the allowable costs incurred accomplishing the Project as the United States share of the Project.**

**Assistance Listings Number (Formerly CFDA Number): 20.106**

**This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:**

## CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is $15,600,060.

   The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):
   $ 0 for planning;
   $ 15,600,060 airport development or noise program implementation; and,
   $ 0 for land acquisition.

   The source of this Grant includes funding from the Small Airport Fund, in accordance with 49 U.S.C. § 47116.

2. **Grant Performance.** This Grant Agreement is subject to the following Federal award requirements:

   a. Period of Performance:

      1. Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the Period of Performance is 4 years (1,460 calendar days) from the date of acceptance. The Period of Performance end date shall not affect, relieve, or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.

      2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions or budget periods. (2 Code of Federal Regulations (CFR) § 200.1).

   b. Budget Period:

      1. For this Grant is 4 years (1,460 calendar days) and follows the same start and end date as the period of performance provided in paragraph (2)(a)(1). Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the Budget Period.

      2. Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which the Sponsor is authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to 2 CFR § 200.308.

   c. Close Out and Termination

      1. Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later

than 120 calendar days after the end date of the period of performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will proceed to close out the grant within one year of the period of performance end date with the information available at the end of 120 days. (2 CFR § 200.344).

2. The FAA may terminate this Grant, in whole or in part, in accordance with the conditions set forth in 2 CFR § 200.340, or other Federal regulatory or statutory authorities as applicable.

3. **Ineligible or Unallowable Costs.** The Sponsor must not include any costs in the project that the FAA has determined to be ineligible or unallowable.

4. **Indirect Costs - Sponsor.** The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.

5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.

6. **Completing the Project Without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the project without undue delays and in accordance with this Agreement, 49 U.S.C. Chapters 471 and 475, and the regulations, and the Secretary's policies and procedures. Per 2 CFR § 200.308, the Sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The Sponsor also agrees to comply with the grant assurances, which are part of this Agreement.

7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.

8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor **on or before August 26, 2022**, or such subsequent date as may be prescribed in writing by the FAA.

9. **Improper Use of Federal Funds.** The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.

10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement.

11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**

    a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR § 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at http://www.sam.gov).

    b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at https://sam.gov/content/entity-registration.

12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the Sponsor must make each payment request under this Agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.

13. **Informal Letter Amendment of AIP Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by $25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

    The FAA can also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

    The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.

    An informal letter amendment has the same force and effect as a formal grant amendment.

14. **Air and Water Quality.** The Sponsor is required to comply with all applicable air and water quality standards for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.

15. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

16. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the United States to be used for any project for which funds are provided under this grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.

17. **Build America, Buy America.** The sponsor must comply with the requirements under the Build America, Buy America Act (Public Law 117-58).

18. **Maximum Obligation Increase.** In accordance with 49 U.S.C. § 47108(b)(3), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this Grant Offer:

    a. May not be increased for a planning project;

    b. May be increased by not more than 15 percent for development projects if funds are available;

    c. May be increased by not more than the greater of the following for a land project, if funds are available:

        1. 15 percent; or

        2. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

    If the sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in 49 U.S.C. § 47110, or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same Federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the Federal share as applicable through an informal letter of amendment.

19. **Audits for Sponsors.**

    PUBLIC SPONSORS. The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at http://harvester.census.gov/facweb/. Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than $750,000 in Federal awards and are exempt from Federal audit requirements must make records available for review or audit by the appropriate Federal agency officials, State, and Government Accountability Office. The FAA and other appropriate Federal agencies may request additional information to meet all Federal audit requirements.

20. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:

    a. Verify the non-Federal entity is eligible to participate in this Federal program by:

        1. Checking the excluded parties list system (EPLS) as maintained within the System for Award Management (SAM) to determine if the non-Federal entity is excluded or disqualified; or

        2. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or

        3. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.

    b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions (e.g., Sub-contracts).

c. Immediately disclose in writing to the FAA whenever (1) the Sponsor learns they have entered into a covered transaction with an ineligible entity or (2) the Public Sponsor suspends or debars a contractor, person, or entity.

21. **Ban on Texting While Driving.**

a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.

2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

22. **Trafficking in Persons.**

a. You as the recipient, your employees, subrecipients under this Grant, and subrecipients' employees may not:

1. Engage in severe forms of trafficking in persons during the period of time that the Grant and applicable conditions are in effect;

2. Procure a commercial sex act during the period of time that the Grant and applicable conditions are in effect; or

3. Use forced labor in the performance of the Grant or any subgrants under this Grant.

b. We as the Federal awarding agency, may unilaterally terminate this Grant, without penalty, if you or a subrecipient that is a private entity:

1. Is determined to have violated a prohibition in paragraph (a) of this condition; or

2. Has an employee who is determined by the agency official authorized to terminate the Grant to have violated a prohibition in paragraph (a) of this Condition through conduct that is either –

a. Associated with performance under this Grant; or

b. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement), as implemented by our agency at 2 CFR Part 1200.

c. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph (a) of this Condition.

d. Our right to terminate unilaterally that is described in paragraph (a) of this Condition:

1. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. § 7104(g)), and

2. Is in addition to all other remedies for noncompliance that are available to us under this Grant Agreement.

23. **AIP Funded Work Included in a PFC Application.** Within 90 days of acceptance of this Grant Agreement, the Sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The airport sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.

24. **Exhibit "A" Property Map.** The Exhibit "A" Property Map dated August 28, 2019 is incorporated herein by reference or is submitted with the project application and made part of this Grant Agreement.

25. **Employee Protection from Reprisal.**

a. Prohibition of Reprisals

1. In accordance with 41 U.S.C. § 4712, an employee of a Sponsor, grantee, subgrantee, contractor, or subcontractor may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in sub-paragraph (a)(2) below, information that the employee reasonably believes is evidence of:

i. Gross mismanagement of a Federal grant;
ii. Gross waste of Federal funds;
iii. An abuse of authority relating to implementation or use of Federal funds;
iv. A substantial and specific danger to public health or safety; or
v. A violation of law, rule, or regulation related to a Federal grant.

2. Persons and bodies covered. The persons and bodies to which a disclosure by an employee is covered are as follows:

i. A member of Congress or a representative of a committee of Congress;
ii. An Inspector General;
iii. The Government Accountability Office;
iv. A Federal employee responsible for contract or grant oversight or management at the relevant agency;
v. A court or grand jury;
vi. A management official or other employee of the Sponsor, contractor, or subcontractor who has the responsibility to investigate, discover, or address misconduct; or
vii. An authorized official of the Department of Justice or other law enforcement agency.

3. Submission of Complaint. A person who believes that they have been subjected to a reprisal prohibited by paragraph (a) of this Condition may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.

4. Time Limitation for Submittal of a Complaint. A complaint may not be brought under this subsection more than three years after the date on which the alleged reprisal took place.

5. Required Actions of the Inspector General. Actions, limitations, and exceptions of the Inspector General's office are established under 41 U.S.C. § 4712(b).

6. Assumption of Rights to Civil Remedy. Upon receipt of an explanation of a decision not to conduct or continue an investigation by the OIG, the person submitting a complaint assumes the right to a civil remedy under 41 U.S.C. § 4712(c)(2).

## SPECIAL CONDITIONS

26. The FAA, in tendering this offer on behalf of the United States, recognizes the existence of an agency relationship between the City of Manchester, New Hampshire, as principal, and the New Hampshire Aeronautics Commission, as agent, created by an Agreement of Agency dated May 21, 1979, which is incorporated herein by reference and made a part hereof. The sponsor agrees that said Agreement of Agency will not be amended, modified or terminated without the prior written approval of the FAA.

27. **Lighting.** The Sponsor must operate and maintain the lighting system during the useful life of the system in accordance with applicable FAA standards.

28. **Pavement Maintenance Management Program.** The Sponsor agrees that it will implement an effective airport pavement maintenance management program as required by Airport Sponsor Grant Assurance 11, Pavement Preventive Maintenance-Management. The Sponsor agrees that it will use the program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport. The Sponsor further agrees that the program will:

    a. Follow the current version of FAA Advisory Circular 150/5380-6, "Guidelines and Procedures for Maintenance of Airport Pavements," for specific guidelines and procedures for maintaining airport pavements, establishing an effective maintenance program, specific types of distress and its probable cause, inspection guidelines, and recommended methods of repair;

    b. Detail the procedures to be followed to assure that proper pavement maintenance, both preventive and repair, is performed;

    c. Include a Pavement Inventory, Inspection Schedule, Record Keeping, Information Retrieval, and Reference, meeting the following requirements:

        1. Pavement Inventory. The following must be depicted in an appropriate form and level of detail:

            a. Location of all runways, taxiways, and aprons;

            b. Dimensions;

            c. Type of pavement; and,

            d. Year of construction or most recent major rehabilitation.

        2. Inspection Schedule.

            a. Detailed Inspection. A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e., Pavement Condition Index (PCI) survey as set forth in the Advisory Circular 150/5380-6, the frequency of inspections may be extended to three years.

b. Drive-By Inspection. A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition. For drive-by inspections, the date of inspection and any maintenance performed must be recorded.

3. Record Keeping. Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The type of distress, location, and remedial action, scheduled or performed, must be documented. The minimum information is:

   a. Inspection date;

   b. Location;

   c. Distress types; and

   d. Maintenance scheduled or performed.

4. Information Retrieval System. The Sponsor must be able to retrieve the information and records produced by the pavement survey to provide a report to the FAA as may be required.

29. **Project Containing Paving Work in Excess of $500,000.** The Sponsor agrees to:

a. Furnish a construction management program to the FAA prior to the start of construction which details the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program must include as a minimum:

   1. The name of the person representing the Sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract;

   2. Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided;

   3. Procedures for determining that the testing laboratories meet the requirements of the ASTM International standards on laboratory evaluation referenced in the contract specifications (i.e., ASTM D 3666, ASTM C 1077);

   4. Qualifications of engineering supervision and construction inspection personnel;

   5. A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test; and

   6. Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.

   7. Submit at completion of the project, a final test and quality assurance report documenting the summary results of all tests performed and highlighting those tests that indicated failure or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. Submit interim test and quality assurance reports when requested by the FAA.

a. Failure to provide a complete report as described above, or failure to perform such tests, will, absent any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction will be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the Grant Agreement.

b. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that sponsor test results are inaccurate.

30. **Plans and Specifications Approval Based Upon Certification.** The FAA and the Sponsor agree that the FAA's approval of the Sponsor's Plans and Specification is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The Sponsor understands that:

    a. The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior FAA approval for modifications to any AIP standards or to notify the FAA of any limitations to competition within the project;

    b. The FAA's acceptance of a Sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and

    c. If the FAA determines that the Sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this Grant.

31. **Force Account.** The Sponsor agrees that proposals to accomplish construction or engineering with the Sponsor's own personnel must receive approval from the FAA prior to the Sponsor incurring costs and that no reimbursement payments will be made on that portion of this Grant until the Sponsor has received FAA approval for the force account information.

32. **Buy American Executive Orders.** The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

**Please read the following information:** By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[1]

**UNITED STATES OF AMERICA**
**FEDERAL AVIATION ADMINISTRATION**

Gail Lattrell
Gail Lattrell (Jul 22, 2022 09:52 EDT)
*(Signature)*

Gail Lattrell
*(Typed Name)*

Director
*(Title of FAA Official)*

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

## Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

**Please read the following information:** By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[2]

Dated August 1, 2022

City of Manchester, NH

*(Name of Sponsor)*

Theodore Kitchens

*(Signature of Sponsor's Authorized Official)*

**By:** Theodore Kitchens

*(Typed Name of Sponsor's Authorized Official)*

**Title:** Airport Director

*(Title of Sponsor's Authorized Official)*

[2] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

## CERTIFICATE OF SPONSOR'S ATTORNEY

I, Peter R. Chiesa, Esq. , acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of New Hampshire. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; and Title 49, United States Code (U.S.C.), Chapters 471 and 475; 49 U.S.C. §§ 40101 et seq., and 48103; FAA Reauthorization Act of 2018 (Public Law Number 115-254); the Department of Transportation Appropriations Act, 2021 (Public Law 116-260, Division L); the Consolidated Appropriations Act, 2022 (Public Law 117-103); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

**Please read the following information:** By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[3]

Dated at August 1, 2022

Peter Chiesa

**By:** Peter R. Chiesa, Esq. (Aug 1, 2022 15:36 EDT)

*(Signature of Sponsor's Attorney)*

[3] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.