



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



108 Bent

CHRISTOPHER D. CLEMENT, SR.
COMMISSIONER

JEFF BRILLHART, P.E.
ASSISTANT COMMISSIONER

Bureau of Aeronautics
August 1, 2013

Her Excellency, Governor Margaret Wood Hassan
and the Honorable Council
State House
Concord, New Hampshire 03301

REQUESTED ACTION

Authorize the Department of Transportation to provide funding to the Pease Development Authority (Vendor Code 156846) for SBG-15-04-2012, to design and permit the reconstruction, 200 foot extension, mark, light and sign of Runway 15-33 at the Skyhaven Airport. State and Federal participation in the amount of \$538,673.00 is effective upon Governor and Council approval through September 30, 2017. 94.74% Federal Funds, 5.26% General Funds.

Funding is available as follows:

Table with 2 columns: Description and Amount. Includes rows for FY 2014, 04-96-96-960030-1789 FAA Projects, 034-500151 Bonded Expenses (\$524,497.00), 04-96-96-960030-0997 FAA Projects, 034-500151 Bonded Expenses (\$14,176.00), and Total (\$538,673.00).

EXPLANATION

The following are two Federal Aviation Administration (FAA) State Block Grants have been awarded to the State of New Hampshire:

Table with 2 columns: FAA Grant Number and FAA Grant Amount. Lists grants 3-33-SBGP-16-2012 (\$1,960,512.00) and 3-33-SBGP-17-2012 (\$7,942,500.00).

A total of \$510,321.00 (or 90% of the project cost) is proposed from the grants listed above for this airport development project (SBG-15-04-2012 copy attached) to design and permit the reconstruction, 200 foot extension, mark, light and sign of Runway 15-33 at the Skyhaven Airport. The project will prepare a design and permitting documents to reconstruct Runway 15-33, extend Runway 15 and

Taxiway A approximately 200 feet to the north and install an Omni-Directional Approach Lighting System (ODALS) for the Runway 33 approach. Runway 15-33 is currently 100 feet wide and 4,000 feet long. The runway was constructed by two separate projects in 1968 and 1985. The existing pavement exhibits numerous cracks that could be hazardous to aircraft. The Department conducted a pavement condition index survey which determined that the pavement is beyond maintenance and will require rehabilitation.

The Department of Transportation accepts the Federal Funds for this project as a pass through to the Pease Development Authority in accordance with RSA 422:15. The Pease Development Authority will participate in the amount of \$28,351.00 (5 % of this project). State participation in the amount of \$28,351.00 (5 % of this project) is also requested. The total cost of the airport development project is \$567,023.00.

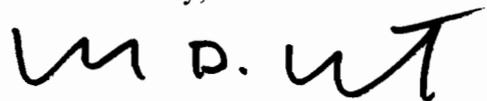
As a State agency, the Pease Development Authority is not obligated to procure insurance. In addition, the indemnification requirement has been waived for this contract.

The Contract has been approved by the Attorney General as to form and execution, and the Department has verified that the necessary funds are available. Copies of the fully executed contract are on file at the Secretary of State's Office and the Department of Administrative Service's Office, and subsequent to Governor and Council approval will be on file at the Department of Transportation.

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

Please note that the state funds are from the General Fund and have been previously approved in HB25, 2011 253:1 XIV-A and 2009, 145:1, XII- A, Capital Budget.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. D. Clement Sr.', with a stylized flourish at the end.

Christopher D. Clement Sr.
Commissioner

Attachment
CDC/tlsl



U.S. Department
of Transportation

Federal Aviation
Administration

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

GRANT AGREEMENT
Part 1 - Offer

Date of Offer: May 29, 2012

State of New Hampshire Block Grant

Project No.: 3-33-SBGP-016-2012

DUNS No.: 80-859-1697

TO: State of New Hampshire
(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 April 30, 2012,
for a grant of Federal funds for a project at or associated with the State of New Hampshire
Block Grant which Project Application, as approved by the FAA, is hereby incorporated herein
and made a part hereof; and

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

New Hampshire State Block Grant Program (FY2012),

all as more particularly shown in the project application.

NOW THEREFORE, pursuant to and for the purpose of carrying out the provisions of the Title 49, United States Code, herein called Title 49 U.S. C., and in consideration of (a) the Sponsor's adoption and ratification of the representations and assurances contained in said Project Application and its acceptance of this Offer as hereinafter provided, and (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the assurances and conditions as herein provided, **THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES** to pay, as the United States share of the allowable costs incurred in accomplishing the Project, 90 percent of such costs.

The Offer is made on and subject to the following terms and conditions:

Conditions

1. The maximum obligation of the United States payable under this offer shall be \$1,960,512.00. For the purposes of any future grant amendments which may increase the foregoing maximum obligation of the United States under the provisions of Section 47108(b) of the Title 49 U.S.C., the following amounts are being specified for this purpose.

\$00.00	for planning
\$1,960,512.00	for airport development or noise program implementation.

2. The allowable costs of the project shall not include any costs determined by the FAA to be ineligible for consideration as to allowability under Title 49 U.S.C.

3. Payment of the United States share of the allowable project costs will be made pursuant to and in accordance with the provisions of such regulations and procedures as the Secretary shall prescribe. 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.

4. The sponsor shall carry out and complete the Project without undue delays and in accordance with the terms hereof, and such regulations and procedures as the Secretary shall prescribe, and agrees to comply with the assurances which were made part of the project application.

5. The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the sponsor.

6. This offer shall expire and the United States shall 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 June 29, 2012, or such subsequent date as may be prescribed in writing by the FAA.

7. The sponsor shall 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 in 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 disbursed by the sponsor that were originally paid pursuant to this or any other Federal grant agreement. It shall obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. It shall return the recovered Federal share, including funds recovered by settlement, order or judgment, to the Secretary. It shall 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 shall be approved in advance by the Secretary.

8. The United States shall not be responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement.

9. Buy American Requirement: Unless otherwise approved by the FAA, 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 airport development or noise compatibility for which funds are provided under this grant. The Sponsor will include in every contract a provision implementing this special condition.

10. Central Contractor Registration and Universal Identifier Requirements:

A. Requirement for Central Contractor Registration (CCR)

Unless you are exempted from this requirement under 2 CFR 25.110, you as the recipient must maintain the currency of your information in the CCR until you submit the final financial report required under this award or receive the final payment, whichever is later. This requires that you review and update the information at least annually after the initial registration, and more frequently if required by changes in your information or another award term.

B. Requirement for Data Universal Numbering System (DUNS) Numbers

If you are authorized to make subawards under this award, you:

1. Must notify potential subrecipients that no entity (see definition in paragraph C of this award term) may receive a subaward from you unless the entity has provided its DUNS number to you.
2. May not make a subaward to an entity unless the entity has provided its DUNS number to you.

C. Definitions

For purposes of this award term:

1. Central Contractor Registration (CCR means the Federal repository into which an entity must provide information required for the conduct of business as a recipient. Additional information about registration procedures may be found at the CCR Internet site (currently at <http://www.ccr.gov>).

2. Data Universal Numbering System

(DUNS) number means the nine-digit number established and assigned by Dun and Bradstreet, Inc. (D&B) to uniquely identify business entities. A DUNS number may be obtained from D&B by telephone (currently 866-705-5711) or the Internet (currently at <http://fedgov.dnb.com/webform>).

3. Entity, as it is used in this award term, means all of the following, as defined at 2 CFR part 25, subpart C:

- a. A Governmental organization, which is a State, local government, or Indian Tribe;
- b. A foreign public entity;
- c. A domestic or foreign nonprofit organization;
- d. A domestic or foreign for-profit organization; and
- e. A Federal agency, but only as a subrecipient under an award or subaward to a non-Federal entity.

4. Subaward:

a. This term means a legal instrument to provide support for the performance of any portion of the substantive project or program for which you received this award and that you as the recipient award to an eligible subrecipient.

b. The term does not include your procurement of property and services needed to carry out the project or program (for further explanation, see Sec. 210 of the attachment to OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations"). A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

5. Subrecipient means an entity that:

- a. Receives a subaward from you under this award; and
- b. Is accountable to you for the use of the Federal funds provided by the subaward.
- c. A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

11. It is mutually understood and agreed that 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 \$25,000.00 or five percent (5%), whichever is greater, the maximum obligation of the United States can be unilaterally reduced by letter from the FAA advising of the budget change. It is further understood and agreed that if, during the life of the project, the FAA determines that a change in the grant description is advantageous and in the best interests of the United States, the change in grant description will be unilaterally amended by letter from the FAA. Upon issuance of the aforementioned letter, either the grant obligation of the United States is adjusted to the amount specified or the grant description is amended to the description specified.

12. Trafficking Persons:

a. Provisions applicable to a recipient that is a private entity.

1. You as the recipient, your employees, subrecipients under this award, and subrecipients' employees may not-

- i. Engage in severe forms of trafficking in persons during the period of time that the award is in effect;
- ii. Procure a commercial sex act during the period of time that the award is in effect; or
- iii. Use forced labor in the performance of the award or subawards under the award.

2. We as the Federal awarding agency may unilaterally terminate this award, without penalty, if you or a subrecipient that is a private entity -

- i. Is determined to have violated a prohibition in paragraph a.1 of this award term; or
- ii. Has an employee who is determined by the agency official authorized to terminate the award to have violated a prohibition in paragraph a.1 of this award term through conduct that is either- February 19, 2008.

3. A. Associated with performance under this award; or B. Imputed to you or 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 Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.

b. Provision applicable to a recipient other than a private entity. We as the Federal awarding agency may unilaterally terminate this award, without penalty, if a subrecipient that is a private entity--

1. Is determined to have violated an applicable prohibition in paragraph a.1 of this award term; or

2. Has an employee who is determined by the agency official authorized to terminate the award to have violated an applicable prohibition in paragraph a.1 of this award term through conduct that is either--

- i. Associated with performance under this award; or
- ii. 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 Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.

c. Provisions applicable to any recipient.

1. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph a.1 of this award term.

2. Our right to terminate unilaterally that is described in paragraph a.2 or b of this section:

- i. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. 7104(g)), and
- ii. Is in addition to all other remedies for noncompliance that are available to us under this award.

3. You must include the requirements of paragraph a.1 of this award term in any subaward you make to a private entity.

13. It is understood and agreed that all sub-grants issued under this block grant agreement will be in accordance with the federal participation rate of up to 90%.

14. The Sponsor agrees to request cash drawdowns on the letter of credit only when actually needed for its disbursements and to timely reporting of such disbursements as required. It is understood that failure to adhere to this provision may cause the letter of credit to be revoked.

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, as provided by Title 49 U.S.C., 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 assurances and conditions as provided herein. Such Grant Agreement shall be effective upon the Sponsor's acceptance of this Offer.

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION

B. N. R. M.
Title: Manager, Airports Division,
ACTW New England Region

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 terms and conditions in this Offer and in the Project Application.

Executed this 31st day of May, 2012.
State of New Hampshire

(SEAL)

By Michael P. Palumbo
Title: Deputy Commissioner

Attest: J. Thomas Manseau
Title: J. THOMAS MANSEAU, Notary Public
My Commission Expires November 17, 2015

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Stephen G. LaBonte, 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 has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. 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.

Dated at Concord, NH this 12 day of June, 2012.

Stephen G. LaBonte
Signature of Sponsor's Attorney



U.S. Department
of Transportation

Federal Aviation
Administration

New England Region

12 New England Executive Park
Burlington, Massachusetts 01803

GRANT AGREEMENT
Part 1 - Offer

Date of Offer: September 19, 2012

State of New Hampshire Block Grant

Project No.: 3-33-SBGP-017-2012

DUNS No.: 80-859-1697

TO: State of New Hampshire
(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 August 30, 2012, for a grant of Federal funds for a project at or associated with the State of New Hampshire Block Grant which Project Application, as approved by the FAA, is hereby incorporated herein and made a part hereof; and

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

New Hampshire Block Grant Program (FY2012) includes:

- Discretionary funding for Dillant-Hopkins Airport (EEN) to rehabilitate Runway 02/20 in the amount of \$4,455,000;
- Discretionary funding for Skyhaven Airport (DAW) to rehabilitate Runway 15/33 in the amount of \$3,487,500;

all as more particularly shown in the project application.

NOW THEREFORE, pursuant to and for the purpose of carrying out the provisions of the Title 49, United States Code, herein called Title 49 U.S. C., and in consideration of (a) the Sponsor's adoption and ratification of the representations and assurances contained in said Project Application and its acceptance of this Offer as hereinafter provided, and (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the assurances and conditions as herein provided, **THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES** to pay, as the United States share of the allowable costs incurred in accomplishing the Project, 90 percent of such costs.

The Offer is made on and subject to the following terms and conditions:

Conditions

1. The maximum obligation of the United States payable under this offer shall be \$7,942,500.00. For the purposes of any future grant amendments which may increase the foregoing maximum obligation of the United States under the provisions of Section 47108(b) of the Title 49 U.S.C., the following amounts are being specified for this purpose.

\$00.00	for planning
\$7,942,500.00	for airport development or noise program implementation.

2. The allowable costs of the project shall not include any costs determined by the FAA to be ineligible for consideration as to allowability under Title 49 U.S.C.

3. Payment of the United States share of the allowable project costs will be made pursuant to and in accordance with the provisions of such regulations and procedures as the Secretary shall prescribe. 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.

4. The sponsor shall carry out and complete the Project without undue delays and in accordance with the terms hereof, and such regulations and procedures as the Secretary shall prescribe, and agrees to comply with the assurances which were made part of the project application.

5. The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the sponsor.

6. This offer shall expire and the United States shall 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 September 21, 2012, or such subsequent date as may be prescribed in writing by the FAA.

7. The sponsor shall 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 in 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 disbursed by the sponsor that were originally paid pursuant to this or any other Federal grant agreement. It shall obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. It shall return the recovered Federal share, including funds recovered by settlement, order or judgment, to the Secretary. It shall 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 shall be approved in advance by the Secretary.

8. The United States shall not be responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement.

9. Buy American Requirement: Unless otherwise approved by the FAA, 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 airport development or noise compatibility for which funds are provided under this grant. The Sponsor will include in every contract a provision implementing this special condition.

10. Central Contractor Registration and Universal Identifier Requirements:

A. Requirement for Central Contractor Registration (CCR)

Unless you are exempted from this requirement under 2 CFR 25.110, you as the recipient must maintain the currency of your information in the CCR until you submit the final financial report required under this award or receive the final payment, whichever is later. This requires that you review and update the information at least annually after the initial registration, and more frequently if required by changes in your information or another award term.

B. Requirement for Data Universal Numbering System (DUNS) Numbers

If you are authorized to make subawards under this award, you:

1. Must notify potential subrecipients that no entity (see definition in paragraph C of this award term) may receive a subaward from you unless the entity has provided its DUNS number to you.

2. May not make a subaward to an entity unless the entity has provided its DUNS number to you.

C. Definitions

For purposes of this award term:

1. Central Contractor Registration (CCR means the Federal repository into which an entity must provide information required for the conduct of business as a recipient. Additional information about registration procedures may be found at the CCR Internet site (currently at <http://www.ccr.gov>).

2. Data Universal Numbering System

(DUNS) number means the nine-digit number established and assigned by Dun and Bradstreet, Inc. (D&B) to uniquely identify business entities. A DUNS number may be obtained from D&B by telephone (currently 866-705-5711) or the Internet (currently at <http://fedgov.dnb.com/webform>).

3. Entity, as it is used in this award term, means all of the following, as defined at 2 CFR part 25, subpart C:

- a. A Governmental organization, which is a State, local government, or Indian Tribe;
- b. A foreign public entity;
- c. A domestic or foreign nonprofit organization;
- d. A domestic or foreign for-profit organization; and
- e. A Federal agency, but only as a subrecipient under an award or subaward to a non-Federal entity.

4. Subaward:

a. This term means a legal instrument to provide support for the performance of any portion of the substantive project or program for which you received this award and that you as the recipient award to an eligible subrecipient.

b. The term does not include your procurement of property and services needed to carry out the project or program (for further explanation, see Sec. 210 of the attachment to OMB Circular A-133, 'Audits of States, Local Governments, and Non-Profit Organizations'). A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

5. Subrecipient means an entity that:

- a. Receives a subaward from you under this award; and
- b. Is accountable to you for the use of the Federal funds provided by the subaward.
- c. A subaward may be provided through any legal agreement, including an agreement that you consider a contract.

11. It is mutually understood and agreed that 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 \$25,000.00 or five percent (5%), whichever is greater, the maximum obligation of the United States can be unilaterally reduced by letter from the FAA advising of the budget change. It is further understood and agreed that if, during the life of the project, the FAA determines that a change in the grant description is advantageous and in the best interests of the United States, the change in grant description will be unilaterally amended by letter from the FAA. Upon issuance of the aforementioned letter, either the grant obligation of the United States is adjusted to the amount specified or the grant description is amended to the description specified.

12. Trafficking Persons:

a. Provisions applicable to a recipient that is a private entity.

1. You as the recipient, your employees, subrecipients under this award, and subrecipients' employees may not--

- i. Engage in severe forms of trafficking in persons during the period of time that the award is in effect;
- ii. Procure a commercial sex act during the period of time that the award is in effect; or
- iii. Use forced labor in the performance of the award or subawards under the award.

2. We as the Federal awarding agency may unilaterally terminate this award, without penalty, if you or a subrecipient that is a private entity --

- i. Is determined to have violated a prohibition in paragraph a.1 of this award term; or
- ii. Has an employee who is determined by the agency official authorized to terminate the award to have violated a prohibition in paragraph a.1 of this award term through conduct that is either-- February 19, 2008.

3. A. Associated with performance under this award; or B. Imputed to you or 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 Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.

b. Provision applicable to a recipient other than a private entity. We as the Federal awarding agency may unilaterally terminate this award, without penalty, if a subrecipient that is a private entity--

1. Is determined to have violated an applicable prohibition in paragraph a.1 of this award term; or

2. Has an employee who is determined by the agency official authorized to terminate the award to have violated an applicable prohibition in paragraph a.1 of this award term through conduct that is either--

- i. Associated with performance under this award; or
- ii. 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 Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.

c. Provisions applicable to any recipient.

1. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph a.1 of this award term.

2. Our right to terminate unilaterally that is described in paragraph a.2 or b of this section:

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

ii. Is in addition to all other remedies for noncompliance that are available to us under this award.

3. You must include the requirements of paragraph a.1 of this award term in any subaward you make to a private entity.

13. It is understood and agreed that all sub-grants issued under this block grant agreement will be in accordance with the federal participation rate of up to 90%.

14. The Sponsor agrees to request cash drawdowns on the letter of credit only when actually needed for its disbursements and to timely reporting of such disbursements as required. It is understood that failure to adhere to this provision may cause the letter of credit to be revoked.

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, as provided by Title 49 U.S.C., 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 assurances and conditions as provided herein. Such Grant Agreement shall be effective upon the Sponsor's acceptance of this Offer.

**UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**

B. J. Bell
Title: Manager, Airports Division,
ACTIVE New England Region

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 terms and conditions in this Offer and in the Project Application.

Executed this 19th day of September, 2012

State of New Hampshire

(SEAL)

By [Signature]
Title: Director

Attest: [Signature]
Title: J. THOMAS MANSEAU, Notary Public
My Commission Expires November 17, 2015

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Stephen G. LaBonte, 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 has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. 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.

Dated at Concord 4:45 pm this 19th day of September, 2012.

[Signature]
Signature of Sponsor's Attorney



New Hampshire Department
of Transportation
Bureau of Aeronautics

**GRANT AGREEMENT
PART I – OFFER**

July 5, 2013

Date of Offer

Skyhaven Airport

Airport Name/Planning Area

SBG-15-04-2012

Project No.

62-009-4771

DUNS No.

TO: Pease Development Authority
(herein called the "Sponsor")

FROM: The State of New Hampshire (acting through the New Hampshire Department of Transportation, herein called the "State")

WHEREAS, the Sponsor has submitted to the State a Project Application dated April 1, 2013 for a grant of federal and state funds for a project at or associated with the Skyhaven Airport, which Project Application, as approved by the State, is hereby incorporated herein and made a part hereof; and

WHEREAS, the State has approved a project for the Skyhaven Airport (herein called the "Project") consisting of the following:

Design and Permit Only:

- Reconstruct, Extend by 200', Mark, Light, and Sign Runway 15-33 (4,201'x 75');
- Extend by 200', Mark, Light and Sign Taxiway 'A';
- Install ODALS;
- Acquire Easement (approx. 1.9 acres); and
- Obstruction Removal

all as more particularly described in the Project Application.

NOW THEREFORE, pursuant to and for the purpose of carrying out the provisions of Title 49, United States Code, as amended, herein called "the Act," and in consideration of (a) the Sponsor's adoption and ratification of the representations and assurances contained in said Project Application and its acceptance of this Offer as hereinafter provided, and (b) the benefits to accrue to the United States, State of New Hampshire, and the public from the accomplishment of the Project and compliance with the assurances and conditions as herein provided, **THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, FOR AND ON BEHALF OF THE UNITED STATES AND THE STATE, HEREBY OFFERS AND AGREES** to pay, as the United States' and State's shares of the allowable costs incurred in accomplishing the Project, **95** per centum thereof.

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

CONDITIONS

1. The maximum obligation of the United States and State payable under this Offer shall be **\$538,672.00**. For the purposes of any future grant amendments which may increase the foregoing maximum obligations of the United States and State under the provisions of Section 47108(b) of the Act, the following amounts are being specified for this purpose:

\$0.00 for planning

\$538,672.00 for airport development or noise program implementation.

2. The allowable costs of the project shall not include any costs determined by the State to be ineligible for consideration as to allowability under the Act.

3. Payment of the United States' and State's shares of the allowable project costs will be made pursuant to and in accordance with the provisions of such regulations and procedures as the State shall prescribe. Final determination of the United States' and State's shares 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 and State shares of costs.

4. The Sponsor shall carry out and complete the Project without undue delays and in accordance with the terms hereof, and such regulations and procedures as the United States Secretary of Transportation shall prescribe, and agrees to comply with the assurances which were made part of the project application.

5. The State reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.

6. This offer shall expire and the United States and the State shall 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 19, 2013 or such subsequent date as may be prescribed in writing by the State.

7. The Sponsor shall take all steps, including litigation if necessary, to recover Federal and State funds spent fraudulently, wastefully, or in violation of Federal and State antitrust statutes, or misused in any other manner in any project upon which Federal and State funds have been expended. For the purposes of this grant agreement, the terms "Federal funds" and "State funds" mean funds however used or dispersed by the Sponsor that were originally paid pursuant to this or any other State grant agreement. It shall obtain the approval of the State as to any determination of the amount of the Federal and State shares of such funds. It shall return the recovered Federal and State shares, including funds recovered by settlement, order, or judgment, to the State. It shall furnish to the State, upon request, all documents and records pertaining to the determination of the amount of the Federal and State shares 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 and State shares shall be approved in advance by the State.

8. Neither the United States nor the State shall be responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement. Notwithstanding the foregoing,

nothing herein contained shall be deemed to constitute a waiver of the sovereign immunity of the State, which immunity is hereby reserved to the State. This covenant shall survive the termination of this Agreement.

9. Notwithstanding anything in this agreement to the contrary, all obligations of the State hereunder, including, without limitation, the continuance of payments hereunder, are contingent upon the availability and continued appropriation of funds, and in no event shall the State be liable for any payments hereunder in excess of such available appropriated funds. In the event of a reduction or termination of those funds, the State shall have the right to withhold payment until such funds become available, if ever, and shall have the right to terminate this agreement immediately upon giving the Sponsor notice of such termination. In any event neither the State or United States shall be required to transfer funds from any other grant, program or account in the event funds under this grant are reduced or become unavailable.

10. If the date for commencement precedes the Effective Date, all services performed by the Sponsor between the commencement date and the Effective Date shall be performed at the sole risk of the Sponsor and in the event that this Agreement does not become effective, the State shall be under no obligation to pay the Sponsor for any costs incurred or services performed; however that if this Agreement becomes effective all costs incurred prior to the effective date shall be paid under the terms of this Agreement.

11. The Sponsor shall not assign, or otherwise transfer any interest in this Agreement without the prior written consent of the State. None of the Services shall be delegated or subcontracted by the Sponsor without the prior written consent of the State.

12. This agreement, which may be executed in a number of counterparts, each of which shall be deemed an original, constitutes the entire agreement and understanding between the parties, and supersedes all prior agreements and understanding both written and verbal relating hereto.

13. By signing this form, the Sponsor certifies that the Sponsor has complied with any public meeting requirement for acceptance of this grant, including, if applicable, RSA 31:95-b.

14. Central Contractor Registration and Universal Identifier Requirements:

A. Requirement for Central Contractor Registration (CCR)

Unless you are exempted from this requirement under 2 CFR 25.110, you as the recipient must maintain the currency of your information in the CCR until you submit the final financial report required under this award or receive the final payment, whichever is later. This requires that you review and update the information at least annually after the initial registration, and more frequently if required by changes in your information or another award term.

B. Requirement for Data Universal Numbering System (DUNS) Numbers

If you are authorized to make subawards under this award, you:

1. Must notify potential subrecipients that no entity (see definition in paragraph C of this award term) may receive a subaward from you unless the entity has provided its DUNS number to you.
2. May not make a subaward to an entity unless the entity has provided its DUNS number to you.

C. Definitions

For purposes of this award term:

1. Central Contractor Registration (CCR means the Federal repository into which an entity must provide information required for the conduct of business as a recipient. Additional information about registration procedures may be found at the CCR Internet site (currently at <http://www.ccr.gov>).
2. Data Universal Numbering System (DUNS) number means the nine-digit number established and assigned by Dun and Bradstreet, Inc. (D&B) to uniquely identify business entities. A DUNS number may be obtained from D&B by telephone (currently 866-705-5711) or the Internet (currently at <http://fedgov.dnb.com/webform>).
3. Entity, as it is used in this award term, means all of the following, as defined at 2 CFR part 25, subpart C:
 - a. A Governmental organization, which is a State, local government, or Indian Tribe;
 - b. A foreign public entity;
 - c. A domestic or foreign nonprofit organization;
 - d. A domestic or foreign for-profit organization; and

- e. A Federal agency, but only as a subrecipient under an award or subaward to a non-Federal entity.
4. Subaward:
- a. This term means a legal instrument to provide support for the performance of any portion of the substantive project or program for which you received this award and that you as the recipient award to an eligible subrecipient.
 - b. The term does not include your procurement of property and services needed to carry out the project or program (for further explanation, see Sec. 210 of the attachment to OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations").
 - c. A subaward may be provided through any legal agreement, including an agreement that you consider a contract.
5. Subrecipient means an entity that:
- a. Receives a subaward from you under this award; and
 - b. Is accountable to you for the use of the Federal funds provided by the subaward.

15. **AIRPORT-OWNED VISUAL OR ELECTRONIC NAVAIDS IN PROJECT:** The Sponsor must provide for the continuous operation and maintenance of any navigational aid funded under the AIP during the useful life of the equipment and check the facility prior to its commissioning to assure it meets the operational standards. The Sponsor must also remove, relocate, or lower each obstruction on the approach or provide for the adequate lighting or marking of the obstruction if any aeronautical study conducted under FAR Part 77 determines that to be acceptable, and mark and light the runway, as appropriate. The FAA will not take over the ownership, operation, or maintenance of any Sponsor-acquired equipment.

16. **UPDATE APPROVED EXHIBIT "A" FOR LAND IN PROJECT:** It is understood and agreed by and between the parties hereto that notwithstanding the fact that this Grant Offer is made and accepted upon the basis of the current Exhibit "A" Property Map, the Sponsor hereby covenants and agrees that upon completion of the land acquisition in this project, it will update said Exhibit "A" Property Map to standards satisfactory to the State and submit said documentation in final form to the State. It is further mutually agreed that the reasonable cost of developing said Exhibit "A" Property Map is an eligible administrative cost for participation within the scope of this project.

17. **BUY AMERICAN REQUIREMENT:** Unless otherwise approved by the State, 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 airport development or noise compatibility for which funds are provided under this grant. The Sponsor will include in every contract a provision implementing this special condition.

18. **PARCELS OF LAND TO BE ACQUIRED:** Easement to be acquired under this project consists of Parcels #9 and #21 as shown on the referenced Exhibit A *Airport Property Map*, Revised date July 2013.

19. **UPDATE ACCEPTED RESIDENTIAL THROUGH-THE-FENCE ACCESS PLAN:** The Sponsor agrees that it will implement the Residential Through-the-Fence Access Plan, currently pending acceptance by the FAA. It is further agreed that any changes required to the Residential Through-the-Fence Access Plan that result from this grant project will be incorporated into the Residential Through-the-Fence Access Plan, which the Sponsor will update and submit to the FAA prior to grant closeout.

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, as provided by the Act, constituting the contractual obligations and rights of the State and the Sponsor with respect to the accomplishment of the Project and compliance with the assurances and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's and the New Hampshire Governor and Council's acceptance of this Offer.

**STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION**



Patrick C. Herlihy
Director
Division of Aeronautics, Rail & Transit

Attorney General: This is to certify that the above Agreement has been reviewed by this office, and is approved as to form and execution.

8/20/13
Dated

By: 
Assistant Attorney General

Secretary of State: This is to certify that the Governor and Council on _____ approved this Agreement.

Dated: _____

Attest: _____

By: _____
Secretary of State

Title: _____

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 terms and conditions in this Offer and in the Project Application.

Executed this 29 day of July, 2013.

(SPONSOR'S SEAL)

Pease Development Authority
(Name of Sponsor)

[Signature]
(Signature of Sponsor's Designated Official Representative)

By: DAVID MULLEN
(Typed Name of Sponsor's Designated Official Representative)

Title: EXECUTIVE DIRECTOR
(Typed Title of Sponsor's Designated Official Representative)

Attest: Marie S. Aleksy
(Signature of Witness)

Title: Marie S. Aleksy
Commissioner of DEP
My Commission Expires February 2, 2016

CERTIFICATE OF SPONSOR'S ATTORNEY

I, LYNN MARIE HINCHEE 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 has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. 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.

Dated at PORTSMOUTH this 31st day of July, 2013.

By: [Signature]
(Signature of Sponsor's Attorney)

Application for Federal Assistance SF-424

*1. Type of Submission:

- Preapplication
- Application
- Changed/Corrected Application

*2. Type of Application

- New
- Continuation
- Revision

* If Revision, select appropriate date:

*Other (Specify) _____

RECEIVED

JUN 21 2013

NH AERONAUTICS

*3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

*5b. Federal Award Identifier:

NH SBG 15-04-2012

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: Pease Development Authority

*b. Employer/Taxpayer Identification Number (EIN/TIN):

02-0440365

*c. Organizational DUNS:

6200094771

d. Address:

*Street 1: 55 International Drive

Street 2: _____

City: Portsmouth

County: Rockingham

*State: NH

Province: _____

*Country: United States

*Zip / Postal Code 03801

e. Organizational Unit:

Department Name:

Airport

Division Name:

N/A

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Ms.

*First Name: Maria

Middle Name: _____

*Last Name: Stowell

Suffix: P.E.

Title: Engineer

Organizational Affiliation:

Pease Development Authority

*Telephone Number: 603.433.6088

Fax Number:

*Email: m.stowell@peasedev.org

Application for Federal Assistance SF-424

***9. Type of Applicant 1: Select Applicant Type:**

C. City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*Other (Specify)

***10. Name of Federal Agency:**

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

12. Funding Opportunity Number:

Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Rochester, Strafford, New Hampshire

***15. Descriptive Title of Applicant's Project:**

Reconstruct Runway 15-33 (Design and Permitting)

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

***Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

N/A

PART II

**PROJECT APPROVAL INFORMATION
SECTION A**

Item 1.

Does this assistance request require State, local, regional, or other priority rating?

Yes No

Name of Governing Body:
Priority:

Item 2.

Does this assistance request require State, or local advisory, educational or health clearances?

Yes No

Name of Agency or Board:
(Attach Documentation)

Item 3.

Does this assistance request require clearinghouse review in accordance with OMB Circular A-95?

Yes No

(Attach Comments)

Item 4.

Does this assistance request require State, local, regional or other planning approval?

Yes No

Name of Approving Agency:

Date: / /

Item 5.

Is the proposal project covered by an approved comprehensive plan?

Yes No

Check one: State
Local
Regional

Location of Plan:

Airport Master Plan - 2010

Item 6.

Will the assistance requested serve a Federal installation?

Yes No

Name of Federal Installation:

Federal Population benefiting from Project:

Item 7.

Will the assistance requested be on Federal land or installation?

Yes No

Name of Federal Installation:

Location of Federal Land:

Percent of Project:

Item 8.

Will the assistance requested have an impact or effect on the environment?

Yes No

See instruction for additional information to be provided

Item 9.

Will the assistance requested cause the displacement of individuals, families, businesses, or farms?

Yes No

Number of:
Individuals:
Families:
Businesses:
Farms:

Item 10.

Is there other related Federal assistance on this project previous, pending, or anticipated?

Yes No

See instructions for additional information to be provided.

PART II - SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use. - The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

Land use and compatibility is addressed in the Airport Master Plan-2010.

2. Defaults. - The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

None.

3. Possible Disabilities. - There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of Part V of this Application, either by limiting its legal or financial ability or otherwise, except as follows:

Not applicable.

4. Consistency with Local Plans. - The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

Yes.

5. Consideration of Local Interest - It has given fair consideration to the interest of communities in or near where the project may be located.

Not applicable.

6. Consultation with Users. In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport which project is proposed.

Yes. Users have been advised of the project.

7. Public Hearings. - In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

Not applicable.

8. Air and Water Quality Standards. - In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

Not applicable.

PART II - SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

None.

10. Land. – (a) The sponsor holds the following property interest in the following areas of land* which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A":

Exception: Land between Airport Road and Parcel identified by 10 and 20 shown on the attached Exhibit A. Trees will require clearing to construct ODALs approach lights.

The Sponsor further certifies that the above is based on a conveyance of land between state agencies.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land* on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A":

Easement to remove trees on parcel, which is not owned by the sponsor.

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land* which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A"

Not applicable. See (b) above.

**State character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.*

PART III - BUDGET INFORMATION - CONSTRUCTION

SECTION A - GENERAL

1. Federal Domestic Assistance Catalog No. 20.106

2. Functional or Other Breakout Airport Improvement Program

SECTION B - CALCULATION OF FEDERAL GRANT

Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration expense	\$	\$	\$65,000
2. Preliminary expense			0
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			\$502,023
5. Other Architectural engineering fees			\$0
6. Project inspection fees			\$0
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			\$0
13. Miscellaneous			\$0
14. Total (Lines 1 through 13)			\$567,023
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			\$567,023
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			\$567,023
20. Federal Share requested of Line 19			\$510,321
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			\$510,321
23. Grantee share			\$28,351
24. Other shares			\$28,351
25. Total Project (Lines 22, 23 & 24)	\$	\$	\$567,023

SECTION C - EXCLUSIONS

Classification	Ineligible for Participation (1)	Excluded From Contingency Provision (2)
a.	\$	\$
b.		
c.		
d.		
e.		
f.		
g. Totals	\$	\$

SECTION D - PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

27. Grantee Share	\$ 28,351
a. Securities	
b. Mortgages	
c. Appropriations (By Applicant)	
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL - Grantee share	\$ 28,351
28. Other Shares	
a. State	\$ 28,351
b. Other	
c. Total Other Shares	\$ 28,351
29. TOTAL	\$ 56,702

SECTION E - REMARKS

1. Administration expenses include estimated sponsor's administrative, advertising, appraisal, and permitting fees for the project.

PART IV PROGRAM NARRATIVE (Attach - See Instructions)

PART IV
PROGRAM NARRATIVE
(Suggested Format)

DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

OMB NO. 2120-0569

PROJECT : Reconstruct Runway 15-33, Extend Runway 15, Install Runway 33 Approach Lighting

AIRPORT : Skyhaven Airport

1. Objective:

The goal of the project is to reconstruct runway 15-33, extend runway 15 and the parallel taxiway A and install approach lighting to Runway 33.

2. Benefits Anticipated:

The Project will replace 43 year old runway pavement that is in a deteriorated condition. The runway 15 and parallel taxiway extension will provide 200' of additional runway length. This is an incremental improvement and an incremental step in achieving the master recommended 500' runway 15 extension. The approach light system on runway 33 will allow (with FAA final approval) the approach visibility minimums on runway 33 to be reduce by ¼-mile.

3. Approach :

Design and permitting in 2013. Construction in 2014.

4. Geographic Location:

Skyhaven Airport, Rochester, NH

5. If Applicable, Provide Additional Information:

Environmental Statement: The project is anticipated to be a Categorical Exclusion in accordance with FAA Order 1050.1E – paragraph 310e (minor runway extension and runway reconstruction) and paragraph 309b (approach lights). Possible special circumstances per FAA Order 1050.1E, paragraph 304 will be evaluated during the project.

Statement Regarding Coordination with State Agency: The project will require state agency permits. The project will submit permit applications to the applicable state agencies.

DBE Statement: The airport has a DBE goal of 5% that was approved by the FAA on October 27, 2012 and that includes this project.

6. Sponsor's Representative: (include address & telephone number)

Airport: Andrew Pomeroy, Airport Manager, 36 Airline Avenue, Portsmouth, NH 03801, 603.433-6536

Consultant: John Gorham, PE - Jacobs Engineering Group, Inc. – Two Executive Park Drive, Bedford, NH 03110
603.518.1773

SKYHAVEN AIRPORT – RUNWAY 15-33 RECONSTRUCTION PROJECT

GRANT APPLICATION SBG 15-04-2012

SPONSOR CERTIFICATIONS

Certification of Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No federal appropriated funds have been paid or will be paid, by, or on behalf of, the undersigned, to any person for influencing, or attempting to influence, an officer or employee of an agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
2. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, subgrants and contracts under grants, loans, and cooperative agreements), and that all subrecipients shall certify and disclose accordingly.

This certification is a material representative of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000, and not more than \$100,000, for each such failure.

Date: 4/11/13

David R. Mullen
Name of Airport Sponsor


Signature of Authorized Official

Executive Director

Title of Authorized Official

EXHIBIT "A" PROPERTY MAP CERTIFICATION

I HEREBY CERTIFY THAT THE EXHIBIT "A" PROPERTY MAP DATED _____, 20____, AND ATTACHED TO THE GRANT AGREEMENT FOR AIP PROJECT NO. _____ REFLECTS THE CURRENT INFORMATION AS OF THIS DATE.

THE ABOVE MENTIONED EXHIBIT "A" IS, THEREFORE, INCORPORATED INTO THIS PROJECT APPLICATION BY REFERENCE AND MADE A PART HEREOF.

DATE: 4/11/13

Pease Development Authority
NAME OF SPONSOR

BY [Signature]
Executive Director

TITLE: _____

*N/A OK
7-5-13*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
SELECTION OF CONSULTANTS

Pease Development Authority
(Sponsor)

Skyhaven Airport
(Airport)

NH SBG 15-04-2012
(Project Number)

Reconstruct Runway 15-33, Extend Runway 15, Install Runway 33 Approach Lighting
(Work Description)

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General standards for selection of consultant services within Federal grant programs are described in Title 49, Code of Federal Regulations (CFR), Part 18.36. Sponsors may use other qualifications-based procedures provided they are equivalent to specific standards in 49 CFR 18 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

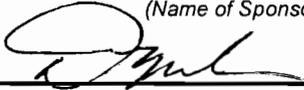
	Yes	No	N/A
1. Solicitations were (will be) made to ensure fair and open competition from a wide area of interest.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Consultants were (will be) selected using competitive procedures based on qualifications, experience, and disadvantaged enterprise requirements with the fees determined through negotiations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A record of negotiations has been (will be) prepared reflecting considerations involved in the establishment of fees, which are not significantly above the sponsor's independent cost estimate.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. If engineering or other services are to be performed by sponsor force account personnel, prior approval was (will be) obtained from the FAA.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. The consultant services contracts clearly establish (will establish) the scope of work and delineate the division of responsibilities between all parties engaged in carrying out elements of the project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Costs associated with work ineligible for AIP funding are (will be) clearly identified and separated from eligible items in solicitations, contracts, and related project documents.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Mandatory contact provisions for grant-assisted contracts have been (will be) included in consultant services contracts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. The cost-plus-percentage-of-cost methods of contracting prohibited under Federal standards were not (will not be) used.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No	N/A
5. If the services being procured cover more than the single grant project referenced in this certification, the scope of work was (will be) specifically described in the advertisement, and future work will not be initiated beyond five years.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

Pease Development Authority

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

David R. Mullen

(Typed Name of Sponsor's Designated Official Representative)

Executive Director

(Typed Title of Sponsor's Designated Official Representative)

4/1/13

(Date)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
PROJECT PLANS AND SPECIFICATIONS

Pease Development Authority

Skyhaven Airport

NH SBG 15-04-2012

(Sponsor)

(Airport)

(Project Number)

Reconstruct Runway 15-33, Extend Runway 15, Install Runway 33 Approach Lighting

(Work Description)

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). AIP standards are generally described in FAA Advisory Circular (AC) 150/5100-6, Labor Requirements for the Airport Improvement Program, AC 150/5100-15, Civil Rights Requirements for the Airport Improvement Program, and AC 150/5100-16, Airport Improvement Program Grant Assurance One--General Federal Requirements. A list of current advisory circulars with specific standards for design or construction of airports as well as procurement/installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

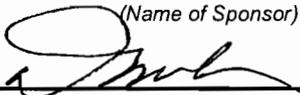
	Yes	No	N/A
1. The plans and specifications were (will be) prepared in accordance with applicable Federal standards and requirements, so no deviation or modification to standards set forth in the advisory circulars, or State standard, is necessary other than those previously approved by the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Specifications for the procurement of equipment are not (will not be) proprietary or written so as to restrict competition. At least two manufacturers can meet the specification.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. The development included (to be included) in the plans is depicted on the airport layout plan approved by the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Development that is ineligible for AIP funding has been (will be) omitted from the plans and specifications.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. The process control and acceptance tests required for the project by standards contained in Advisory Circular 150/5370-10 are (will be) included in the project specifications.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. If a value engineering clause is incorporated into the contract, concurrence was (will be) obtained from the FAA.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. The plans and specifications incorporate (will incorporate) applicable requirements and recommendations set forth in the Federally approved environmental finding.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No	N/A
8. For construction activities within or near aircraft operational areas, the requirements contained in Advisory Circular 150/5370-2 have been (will be) discussed with the FAA as well as incorporated into the specifications, and a safety/phasing plan has FAA's concurrence, if required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. The project was (will be) physically completed without Federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

Pease Development Authority

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

David R. Mullen

(Typed Name of Sponsor's Designated Official Representative)

Executive Director

(Typed Title of Sponsor's Designated Official Representative)

4/1/13

(Date)

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
REAL PROPERTY ACQUISITION**

Pease Development Authority

Skyhaven Airport

NH SBG 15-04-2012

(Sponsor)

(Airport)

(Project Number)

Reconstruct Runway 15-33, Extend Runway 15, Install Runway 33 Approach Lighting

(Work Description)

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on real property acquisition and relocation assistance are in Title 49, Code of Federal Regulations (CFR), Part 24. The AIP project grant agreement contains specific requirements and assurances on the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Act), as amended.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

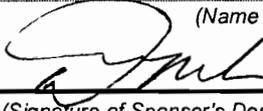
	Yes	No	N/A
1. The sponsor's attorney or other official has (will have) good and sufficient title as well as title evidence on property in the project.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. If defects and/or encumbrances exist in the title that adversely impact the sponsor's intended use of property in the project, they have been (will be) extinguished, modified, or subordinated.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. If property for airport development is (will be) leased, the following conditions have been met:			
a. The term is for 20 years or the useful life of the project,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. The lessor is a public agency, and			
c. The lease contains no provisions that prevent full compliance with the grant agreement.			
4. Property in the project is (will be) in conformance with the current Exhibit A property map, which is based on deeds, title opinions, land surveys, the approved airport layout plan, and project documentation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. For any acquisition of property interest in noise sensitive approach zones and related areas, property interest was (will be) obtained to ensure land is used for purposes compatible with noise levels associated with operation of the airport.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For any acquisition of property interest in runway protection zones and areas related to 14 CFR 77 surfaces, property interest was (will be) obtained for the following:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. The right of flight,			
b. The right of ingress and egress to remove obstructions, and			

	Yes	No	N/A
c. The right to restrict the establishment of future obstructions.			
7. Appraisals prepared by qualified real estate appraisers hired by the sponsor include (will include) the following:			
a. Valuation data to estimate the current market value for the property interest acquired on each parcel, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Verification that an opportunity has been provided the property owner or representative to accompany appraisers during inspections.			
8. Each appraisal has been (will be) reviewed by a qualified review appraiser to recommend an amount for the offer of just compensation, and the written appraisals as well as review appraisal are available to FAA for review.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. A written offer to acquire each parcel was (will be) presented to the property owner for not less than the approved amount of just compensation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Effort was (will be) made to acquire each property through the following negotiation procedures:			
a. No coercive action to induce agreement, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Supporting documents for settlements included in the project files.			
11. If a negotiated settlement is not reached, the following procedures were (will be) used:			
a. Condemnation initiated and a court deposit not less than the just compensation made prior to possession of the property, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Supporting documents for awards included in the project files.			
12. If displacement of persons, businesses, farm operations, or non-profit organizations is involved, a relocation assistance program was (will be) established, with displaced parties receiving general information on the program in writing, including relocation eligibility, and a 90-day notice to vacate.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Relocation assistance services, comparable replacement housing, and payment of necessary relocation expenses were (will be) provided within a reasonable time period for each displaced occupant in accordance with the Uniform Act.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

Pease Development Authority

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

David R. Mullen

(Typed Name of Sponsor's Designated Official Representative)

Executive Director

(Typed Title of Sponsor's Designated Official Representative)

4/1/13
(Date)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
CONSTRUCTION PROJECT FINAL ACCEPTANCE

Pease Development Authority
(Sponsor)

Skyhaven Airport
(Airport)

NH SBG 15-04-2012
(Project Number)

Reconstruct Runway 15-33, Extend Runway 15, Install Runway 33 Approach Lighting
(Work Description)

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in Title 49, Code of Federal Regulations, Part 18.50. The sponsor shall determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	Yes	No	N/A
1. The personnel engaged in project administration, engineering supervision, construction inspection and testing were (will be) determined to be qualified as well as competent to perform the work.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Daily construction records were (will be) kept by the resident engineer/construction inspector as follows:			
a. Work in progress,			
b. Quality and quantity of materials delivered,			
c. Test locations and results,			
d. Instructions provided the contractor,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Weather conditions,			
f. Equipment use,			
g. Labor requirements,			
h. Safety problems, and			
i. Changes required.			
3. Weekly payroll records and statements of compliance were (will be) submitted by the prime contractor and reviewed by the sponsor for Federal labor and civil rights requirements (Advisory Circulars 150/5100-6 and 150/5100-15).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Complaints regarding the mandated Federal provisions set forth in the contract documents have been (will be) submitted to the FAA.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. All tests specified in the plans and specifications were (will be) performed and the test results documented as well as made available to the FAA.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. For any test results outside of allowable tolerances, appropriate corrective actions were (will be) taken.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

N/A CL
7-5-13

	Yes	No	N/A
7. Payments to the contractor were (will be) made in compliance with contract provisions as follows:			
a. Payments are verified by the sponsor's internal audit of contract records kept by the resident engineer, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. If appropriate, pay reduction factors required by the specifications are applied in computing final payments and a summary of pay reductions made available to the FAA.			
8. The project was (will be) accomplished without significant deviations, changes, or modifications from the approved plans and specifications, except where approval is obtained from the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. A final project inspection was (will be) conducted with representatives of the sponsor and the contractor and project files contain documentation of the final inspection.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Work in the grant agreement was (will be) physically completed and corrective actions required as a result of the final inspection is completed to the satisfaction of the sponsor.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. If applicable, the as-built plans, an equipment inventory, and a revised airport layout plan have been (will be) submitted to the FAA.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Applicable close out financial reports have been (will be) submitted to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

Pease Development Authority

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

David R. Mullen

(Typed Name of Sponsor's Designated Official Representative)

Executive Director

(Typed Title of Sponsor's Designated Official Representative)

4/11/13

(Date)

N/A ✓
7-6-13

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
SPONSOR CERTIFICATION
DRUG-FREE WORKPLACE**

Pease Development Authority

Skyhaven Airport

NH SBG 15-04-2012

(Sponsor)

(Airport)

(Project Number)

Reconstruct Runway 15-33, Extend Runway 15, Install Runway 33 Approach Lighting

(Work Description)

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within Federal grant programs are described in Title 49, Code of Federal Regulations, Part 29. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	Yes	No	N/A
1. A statement has been (will be) published notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. An ongoing drug-free awareness program has been (will be) established to inform employees about:			
a. The dangers of drug abuse in the workplace;			
b. The sponsor's policy of maintaining a drug-free workplace;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Any available drug counseling, rehabilitation, and employee assistance programs; and			
d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.			
3. Each employee to be engaged in the performance of the work has been (will be) given a copy of the statement required within item 1 above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Employees have been (will be) notified in the statement required by item 1 above that, as a condition employment under the grant, the employee will:			
a. Abide by the terms of the statement; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.			
5. The FAA will be notified in writing within ten calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title of the employee, to the FAA. Notices shall include the project number of each affected grant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Skyhaven Airport
Rochester, NH

Design Only: Reconstruct and Extend Runway 15-33 (4,200'x75'); Install ODALS
SBG 15-04-2012

Drug-Free Certification Addresses

Jacobs Engineering Group, Inc.
2 Executive Park Dr.
Bedford, NH 03110
Hillsborough County

Pease Development Authority
55 International Dr.
Portsmouth, NH 03801
Rockingham County

	Yes	No	N/A
v. One of the following actions will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:			
a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.			
7. A good faith effort will be made to continue to maintain a drug-free workplace through implementation of items 1 through 6 above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I have prepared documentation attached hereto with site(s) for performance of work (street address, city, county, state, zip code). There are no such workplaces that are not identified in the attachment. I have prepared additional documentation for any above items marked "no" and attached it hereto. I certify that, for the project identified herein, responses to the forgoing items are accurate as marked and attachments are correct and complete.

Pease Development Authority

(Name of Sponsor)



(Signature of Sponsor's Designated Official Representative)

David R. Mullen

(Typed Name of Sponsor's Designated Official Representative)

Executive Director

(Typed Title of Sponsor's Designated Official Representative)

4/1/13

(Date)

SKYHAVEN AIRPORT – RUNWAY 15-33 RECONSTRUCTION PROJECT

GRANT APPLICATION SBG 15-04-2012

GRANT ASSURANCES



FAA
Airports

Grant Assurances Airport Sponsors

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this grant agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.** The terms, conditions and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.
2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.** The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.** Unless otherwise specified in this grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 30, 32, 33, and 34 in section C apply to planning projects. The terms, conditions, and assurances of this grant agreement shall remain in full force and effect during the life of the project.

C. **Sponsor Certification.** The sponsor hereby assures and certifies, with respect to this grant that:

1. **General Federal Requirements.** It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

Federal Legislation

- a. Title 49, U.S.C., subtitle VII, as amended.
- b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.¹
- c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- d. Hatch Act – 5 U.S.C. 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et seq.^{1 2}
- f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).¹
- g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.¹
- h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended.
- j. Coastal Zone Management Act, P.L. 93-205, as amended.
- k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.¹
- l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
- m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
- n. Civil Rights Act of 1964 - Title VI - 42 U.S.C. 2000d through d-4.
- o. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- p. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- q. Architectural Barriers Act of 1968 -42 U.S.C. 4151, et seq.¹
- r. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.¹
- s. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.¹
- t. Copeland Anti kickback Act - 18 U.S.C. 874.1
- u. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.¹
- v. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- w. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.²
- x. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

Executive Orders

Executive Order 11246 - Equal Employment Opportunity¹
Executive Order 11990 - Protection of Wetlands
Executive Order 11998 – Flood Plain Management
Executive Order 12372 - Intergovernmental Review of Federal Programs
Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New
Building Construction¹
Executive Order 12898 - Environmental Justice

Federal Regulations

- a. 14 CFR Part 13 - Investigative and Enforcement Procedures.
- b. 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- c. 14 CFR Part 150 - Airport noise compatibility planning.
- d. 29 CFR Part 1 - Procedures for predetermination of wage rates.¹
- e. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.¹
- f. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).¹
- g. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).¹
- h. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.³
- i. 49 CFR Part 20 - New restrictions on lobbying.
- j. 49 CFR Part 21 - Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
- k. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.
- l. 49 CFR Part 24 - Uniform relocation assistance and real property acquisition for Federal and federally assisted programs.^{1,2}
- m. 49 CFR Part 26 – Participation By Disadvantaged Business Enterprises in Department of Transportation Programs.
- n. 49 CFR Part 27 - Nondiscrimination on the basis of handicap in programs and activities receiving or benefiting from Federal financial assistance.¹
- o. 49 CFR Part 29 – Government wide debarment and suspension (nonprocurement) and government wide requirements for drug-free workplace (grants).
- p. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.

- q. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.¹

Office of Management and Budget Circulars

- a. A-87 - Cost Principles Applicable to Grants and Contracts with State and Local Governments.
- b. A-133 - Audits of States, Local Governments, and Non-Profit Organizations

¹ These laws do not apply to airport planning sponsors.

² These laws do not apply to private sponsors.

³ 49 CFR Part 18 and OMB Circular A-87 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this grant agreement.

2. Responsibility and Authority of the Sponsor.

- a. **Public Agency Sponsor:** It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.
- b. **Private Sponsor:** It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability. It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

4. Good Title.

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.
- b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure

that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in this grant agreement and shall insure that such arrangement also requires compliance therewith.

- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.
6. **Consistency with Local Plans.** The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.
7. **Consideration of Local Interest.** It has given fair consideration to the interest of communities in or near where the project may be located.
8. **Consultation with Users.** In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.
9. **Public Hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.
10. **Air and Water Quality Standards.** In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.
11. **Pavement Preventive Maintenance.** With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport,

it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

- 12. Terminal Development Prerequisites.** For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.
- 13. Accounting System, Audit, and Record Keeping Requirements.**

 - a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
 - b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.
- 14. Minimum Wage Rates.** It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.
- 15. Veteran's Preference.** It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam

era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. **Conformity to Plans and Specifications.** It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this grant agreement.
17. **Construction Inspection and Approval.** It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.
18. **Planning Projects.** In carrying out planning projects:
 - a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.
 - b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
 - c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
 - d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
 - e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
 - f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
 - g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
 - h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of

this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-
- 1) Operating the airport's aeronautical facilities whenever required;
 - 2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - 3) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation. It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use. It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-
 - 1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 - 2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
- e. Each air carrier using such airport (whether as a tenant, non tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non tenants and signatory carriers and non signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.
- f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.
- g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

- h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
- i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights. It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure. It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the

airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

- 1) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
 - 2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 - 3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
 - c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

26. Reports and Inspections. It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports

available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 - 1) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - 2) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft. It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that –

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities. It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such

purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. It will keep up to date at all times an airport layout plan of the airport showing (1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; (3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon; and (4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.
- b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

- 30. Civil Rights.** It will comply with such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from funds received from this grant. This assurance obligates the sponsor for the period during which Federal financial assistance is extended to the program, except where Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon in which case the assurance obligates the sponsor or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or

(b) the period during which the sponsor retains ownership or possession of the property.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.
- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order: (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund.
- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue

from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

- d. Disposition of such land under (a) (b) or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.
32. **Engineering and Design Services.** It will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 or an equivalent qualifications-based requirement **prescribed** for or by the sponsor of the airport.
 33. **Foreign Market Restrictions.** It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.
 34. **Policies, Standards, and Specifications.** It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated 1/25/2012 (the latest approved version as of this grant offer) and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.
 35. **Relocation and Real Property Acquisition.** (1) It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B. (2) It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24. (3) It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.
 36. **Access By Intercity Buses.** The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to

have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

- 37. Disadvantaged Business Enterprises.** The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non discrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26, and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801).
- 38. Hangar Construction.** If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.
- 39. Competitive Access.**
- a. If the airport owner or operator of a medium or large hub airport (as defined in section 47102 of title 49, U.S.C.) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that-
 - 1) Describes the requests;
 - 2) Provides an explanation as to why the requests could not be accommodated; and
 - 3) Provides a time frame within which, if any, the airport will be able to accommodate the requests.
 - b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

SKYHAVEN AIRPORT – RUNWAY 15-33 RECONSTRUCTION PROJECT

GRANT APPLICATION SBG 15-04-2012

SCOPE DOCUMENTS

SCOPE OF WORK
for
**RECONSTRUCT RUNWAY 15-33
EXTEND RUNWAY 15 AND TAXIWAY A
INSTALL ODALS FOR RUNWAY 33**
at
SKYHAVEN AIRPORT (DAW)

GENERAL

The Pease Development Authority, hereinafter referred to as the "Owner", desires to undertake a Project to prepare design and permitting documents to reconstruct Runway 15-33, extend Runway 15 and Taxiway A approximately 200' to the north and install an Omni-Directional Approach Lighting System (ODALS) for the Runway 33 approach.

Runway 15-33 is currently 100' wide by approximately 4000' long. The runway was constructed by two separate projects in 1968 and 1985. The existing pavement exhibits numerous cracks. A recent pavement condition survey conducted by NHDOT indicates the pavement requires reconstruction.

The existing crown of the runway is offset 20' to the west of the existing runway centerline. The crown needs to be moved to the centerline of the runway to comply with FAA AC 150/5300-13A.

The 2010 Master Plan indicates the ultimate Runway airplane design group as B-II. The runway width for this design group is 75' wide. The runway will be narrowed to 75' wide to comply with FAA AC 150/5300-13A.

An ODALS was recommended in the 2010 Master Plan to reduce the visibility minimums on Runway 33 down to $\frac{3}{4}$ -mile. The project includes the installation of the ODALS with a maintenance service road. An area of trees south of Runway 33 will be removed to accommodate the ODALS light plane. The ODALS will replace the existing REILS on Runway 33. The Owner will engage the FAA in a reimbursable agreement to remove and relocate the existing REILS to Runway 15.

Since the 2010 Master Plan, the Owner has purchased the Dupont property to the south of the Airport. This purchase allows the ODALS to be installed entirely on the Owner's property and eliminates the requirement to displace the Runway 33 threshold as is shown in the 2010 Master Plan.

The project includes a 200' extension to Runway 15. This will bring Runway 15-33 to a total length of 4200'. Chapter 3 of the 2010 Master Plan states *"A 4,500 foot runway would allow some aircraft to takeoff with more fuel and passengers. As a result, a 500 foot extension to the north should be considered, for an ultimate runway length of 4,500 feet, particularly if corporate traffic increases at Skyhaven Airport in the future. Current FAA criteria notes that the minimum runway length in order to achieve instrument minimums as low as 20 feet and $\frac{1}{2}$ mile visibility is 4,200 feet. Extending Runway 15 by*

500 feet will keep that option open for future consideration at Skyhaven Airport.” The 200’ extension in this project is an incremental improvement towards the ultimate 500’ extension.

The turf area in front of the Runway 33 PAPI currently holds water. The standing water reflects the PAPI light. The project considers regrading and draining this area.

The Owner desires to install an electrical vault. The project will consider the installation of a precast concrete structure in the same location as the existing electrical lighting cabinet. The precast structure will house the airfield regulators and include interior lighting.

The project will require preparation of NHDES Alteration of Terrain (AoT) and Wetlands Dredge and Fill permit applications.

A City of Rochester “Stormwater Management and Erosion Control Permit Application” pursuant to Chapter 50 of the General Ordinances of Rochester will be required to be prepared as the project will disturb more than 5,000 square feet.

The FAA’s Airports GIS Transition Policy outlines a phased approach to implementing the Airport’s GIS requirements. Under that policy, all projects involving safety-critical data and commencing must fully comply with the FAA Airports GIS standards. In accordance with Program Guidance Letter (PGL) 12-11 AIP Eligibility for Geographic Information Systems (GIS) and FAA Airports GIS (AGIS) Data Collection, dated August 17, 2012, the project will collect airport features and obstruction data per the guidance contained in FAA Advisory Circular 150/5300-16A, -17C and -18B as the project impacts runway ends, thresholds and navigational aids.

For this Project, Jacobs Engineering Group Inc., hereinafter referred to as the “Engineer”, agrees to perform the following scope of services associated with the above referenced Project:

ARTICLE A - DATA COLLECTION

1. REVIEW RECORD DRAWINGS AND REPORTS. The Engineer will collect as-builts drawings from the 1968 and 1985 runway construction projects and the 2007 Taxiway A reconstruction and extension project. The Engineer will review these documents for their relation to the project design.

2. GEOTECHNICAL COORDINATION. The Engineer shall contract for soil borings and material testing to support the project designs required by the FAA pavement design AC 150/5320-6E “Airport Pavement Design and Evaluation”. The Engineer will also contract for soil borehole permeability testing as required to support the NHDES Alteration of Terrain permit requirements. The Engineer will prepare a scope of work and collect price comparisons from two (2) geotechnical firms for this task. In addition, the Engineer shall coordinate with the FAA facilities personnel to identify the location of underground cables in relation to the borings. The Engineer will layout the field work locations under this task. The Engineer will coordinate the hiring of the subconsultant under this task. The subconsultant’s Geotechnical scope of work and fee is provided in the Appendices.

3. SURVEY COORDINATION. The Engineer shall contract for a Topographic Survey of the 40+ acre project area. The subconsultant's survey scope of work and fee is provided in the Appendices.

4. WETLANDS PERMITTING COORDINATION. The Engineer shall contract with a subconsultant to provide a wetland delineation of wetlands anticipated to be within the project disturbance limits. Wetland flagging will be collected by the survey. The Engineer will prepare a scope of work and collect a price from The Smart Associates Environmental Consultants, Inc. (TSA) for this task. TSA delineated the wetland for the 2010 Master Plan and therefore are familiar with the project areas. TSA's scope of work and fee is provided in the Appendices.

5. ARCHEOLOGICAL COORDINATION. The Engineer shall contract with a subconsultant to provide Phase 1A and 1B archeological investigations. The Engineer anticipates the NHDHR will require these investigations. The Engineer shall prepare and send to NHDHR a Request for Project Review to confirm NHDHR's required archeological investigations. Independent Archeological Consulting scope of work and fee is provided in the Appendices.

6 PROJECT SURVEY VALIDATION. The Engineer will conduct a "plan-in-hand" site walk of the project areas to confirm the existing conditions depicted on the survey plans.

7. BASE MAPPING. The Engineer will prepare a base plan for the Airport including as-built information from the project survey and the Taxiway A project as-builts. The base mapping will serve as the base plan to advance the project design.

ARTICLE B1 – PRELIMINARY DESIGN

The Engineer will prepare a preliminary design in sufficient detail to be included in the application for the project's NHDES and local permit application(s) and to be evaluated for acceptance by the Owner, NHDOT, FAA and the state/federal natural resource agencies. The preliminary design is anticipated to be at the 60% level of completion. Note that the Electrical scope of work is included separately under scope Article B3. This subtask will include the following:

1. PAVEMENT. The Engineer will prepare a bituminous pavement design in accordance with FAA AC 150/5320-6E "Airport Pavement Design and Evaluation". Under this subtask, the Engineer will conduct the following:

1. Evaluate the soil boring CBR data to establish the insitu subgrade strengths. This step requires the calculation of one standard deviation below the mean to determine the project CBR value.
2. Establish the 20-year aircraft fleet mix based on the 2010 master plan documents.
3. Develop the pavement section utilizing the FAA FAARFIELD computer software.
4. Evaluate the suitability of reuse of the existing base and subbase materials for use in the final pavement structure.

5. Develop a pavement typical section for the runway, taxiway and ODALS service road.
2. GEOMETRY. The Engineer will prepare the proposed taxiway pavement alignments and profiles in accordance with FAA AC 150/5300-13A "Airport Design". Under this subtask, the Engineer will conduct the following:
1. Develop the Airport geometry related surfaces and areas (i.e. RSA, ROFA, TSA, TOFA, FAR Part 77, etc...) that affect the vertical geometry of the runway and horizontal/vertical alignments of the Taxiway A.
 2. Develop the Runway 15-33 geometry and connector taxiway geometries, develop the geometry of the Runway 15 and Taxiway A extension and develop the geometry of the ODALS service road.
3. GRADING. The Engineer will prepare the proposed grading in accordance with FAA AC 150/5300-13A "Airport Design". Under this subtask, the Engineer will conduct the following:
1. Prepare the Runway 15-33, Taxiway A Extension and ODALS service road profiles.
 2. Develop grading strategies based Stormwater Best Management practices strategies (i.e. level spreaders, infiltration basins, etc...)
 3. Prepare grading to indicate 1-foot contours of the proposed and existing grades and grading limits.
 4. Prepare critical cross sections (approximately 10) will be identified and plotted as part of the preliminary review and permit application plans.
4. DRAINAGE. The Engineer will develop the drainage design in accordance with FAA Advisory Circular 150/5320-5 "Surface Drainage Design" and the NHDES Stormwater Manual: Volume 2. The Engineer anticipates having to balance the increase in impervious area created by the runway and taxiway extension with the decrease in impervious areas resulting from the runway narrowing. The Engineer anticipates accomplishing this by diversion of a portion of the northern watershed to the eastern watershed in order to balance the pre and post development storm water flow. Under this subtask, the Engineer will conduct the following:
1. Evaluate the existing drainage network provided in the project survey and as-built drawings to identify existing conveyances and opportunities to manage the post-development flows.
 2. Calculate the flows from the 'pre-development' hydrologic conditions for the 2, 10 and 50-year events utilizing HydroCAD®. This task includes identification of the sub-watershed boundaries and times of concentration for approximately 5 existing sub-watersheds.
 3. Calculate the design criteria (water quality volume, water quality flows, groundwater recharge volumes, etc...) based on Chapter 2 of the NHDES

Stormwater Manual: Volume 2. The Engineer anticipates these calculations being required in 5 proposed subwatersheds.

4. Select BMP's based on the screening criteria in Chapter 3 of the NHDES Stormwater Manual: Volume 2.
5. Design the BMP's based on Chapter 4 of the NHDES Stormwater Manual: Volume 2. The designs will include the following:
 - a. Size the BMP based on the design criteria provide in Chapter 4 of the NHDES Stormwater Manual: Volume 2. This step requires application of the Chapter 2 design criteria for each subwatershed to size the BMP. The Engineer anticipates this analysis being required in 5 proposed subwatersheds.
 - b. Calculation of the 'post-development' hydrologic model in HydroCAD® for comparison to the 'pre-development' conditions comparing the 2, 10 and 50 year storms. The Engineer anticipates this analysis being required in 5 proposed subwatersheds.
 - c. The Engineer will make a recommendation of the preferred BMP methods to the Owner. The Engineer will set up a meeting with NHDES AoT and Wetlands departments to review the preferred stormwater management method and to obtain concurrence with the Engineer's approach from the NHDES prior to submitting the AoT and Wetlands permit applications.
6. Calculate the sizes of open channel swales and closed pipe networks for general stormwater conveyance associated with the project. The Engineer anticipates this analysis being required in 5 proposed subwatersheds.
7. Calculate inlet (i.e. catch basin) flow capacities for existing and proposed drainage inlets based on the new sub-watershed boundaries.
8. Perform energy dissipation calculations for the flows exiting the existing culverts.

5. **TEMPORARY EROSION CONTROL MEASURES.** The Engineer will develop a plan that provides for temporary erosion control measures prepared in accordance with the NHDES Stormwater Manual: Volume 3 based on the proposed grading. This is a submittal requirement of the NHDES AoT permit and is also required for the bidding documents. The plan shall outline construction sequences, provide erosion control notes, and erosion control details.

6. **MARKING, SIGNAGE AND LIGHTING.** The Engineer will provide a layout of the proposed pavement markings, signs and light locations. The Engineer will reference the latest editions of FAA AC's 150/5340-1 "Standards for Airport Markings", 150/5340-18 "Standards for Airport Sign Systems" and 150/5340-30 "Design and Installation Details for Airport Visual Aids".

7. **OBSTRUCTION ANALYSIS.** The Engineer will evaluate the extended Runway 15 20H:1V Threshold Siting Surface for obstructions to the Siting Surface. Additionally, the

on-airport transition surfaces to the airport will be evaluated for obstructions. Aerial mapping collected during the 2010 Master Plan will be used for this analysis.

8. COORDINATION WITH FAA. The Engineer understands the FAA will remove the existing REILS from the Runway 33 threshold and relocate the REILS to the Runway 15 threshold. The Engineer shall incorporate into the design conduit(s) for the FAA REILS. The Engineer shall coordinate this effort with the FAA.

9. SPECIFICATIONS LIST. The Engineer will prepare and submit a list of applicable technical specifications to be considered in the final project design. Specifications will be obtained from FAA AC 150/5370-10 "Standards for Specifying Construction of Airports" and any additional special provisions specifications will be prepared in accordance with the Construction Specification Institute format.

10. OPINION OF PROBABLE CONSTRUCTION COSTS. The Engineer will prepare and submit a list of payment items and measure the quantities for each pay item. The Engineer will associate a unit price for each payment item in order to develop the overall project costs.

11. DELIVERABLE PREPARATION: The Engineer will prepare for preliminary review the following:

1. Title Sheet (1)
2. General Plan (1)
3. General Notes (1)
4. Typical Sections(1)
5. Safety and Phasing Plans (4)
6. Geometry and Marking Plans (6)
7. Profiles and Grading/Drainage Plans (6)
8. Erosion and Sediment Control Plans (2) (required for permit applications)
9. Erosion and Sediment Control Details and Notes (1) (same)
10. Obstruction Removal Plan
11. List of specifications
12. Opinion of Probable Construction Costs

12. QUALITY ASSURANCE. The Engineer will conduct an independent review of all technical material prior to submittal.

13. SUBMITTAL PREPARATION/DISTRIBUTION: The Engineer will distribute the design plans and specification lists as follows: (Qty. of plans full size/ qty of specifications): NHDOT (10/2), Owner (3/3), Engineer (1/1).

14. PRELIMINARY DESIGN CONSULTATION MEETINGS. The Engineer will prepare an agenda and facilitate and prepare minutes for all meetings. The Engineer assumes the meetings under this phase will include the following:

- Kickoff Meeting (1 meeting)
- Technical design input with NHDOT and the Owner (1)
- Preliminary design review with the Owner, Airport FBO, NHDOT and natural resource agencies. The results and inputs of the meetings will be incorporated into the project documents and the project narrative. (2)
- FAA facilities & engineering (1)

ARTICLE B2 – FINAL DESIGN

Once all parties agree to the preliminary design elements to be utilized for this project, the Engineer will make any necessary or requested changes to the preliminary designs and then proceed toward the completion of the final design for the project. Note that the Electrical scope of work is included under Article B3.

1. **CONSTRUCTION PLANS.** The Engineer will prepare the final construction plans (1"=40') to include the following:

1. Title Sheet (1 Sheet)
2. General Plan (1)
3. General Notes (1)
4. Safety and Phasing Plans (4)
5. Safety and Phasing Plan Notes (1)
6. Existing Conditions Plans (6)
7. Typical Sections (2)
8. Pavement Details (2)
9. Marking Details (1)
10. Drainage Details (3)
11. Miscellaneous Details (2)
12. Site Preparation Plans (6)
13. Erosion and Sediment Control Plans (2)
14. Erosion and Sediment Control Details and Notes (1)
15. Geometry and Marking Plans (6)
16. Profiles and Grading/Drainage Plans (6)
17. Drainage Notes (2)
18. Pipe Profiles (2)
19. Cross Sections (25)

2. **TECHNICAL SPECIFICATIONS.** The Engineer will draft the written technical specifications in accordance with FAA AC 150/5370-10 "Standards for Specifying Construction of Airports". The Engineer anticipates thirty (30) technical specifications for the project.

3. **FRONT END SPECIFICATIONS.** The Engineer will prepare the project's FAA front end specifications and bidding documents. The Engineer will coordinate with the Owner's Purchasing Department on the front end bidding requirements.

4. **QUANTITIES AND OPINION OF PROBABLE COSTS.** Prepare final construction cost estimates for each bid package based upon the final bid items and quantity take-offs.

5. **DESIGN NARRATIVE.** The Engineer will document in the narrative format the technical components of the project. The narrative will provide the criteria references, calculations and correspondence used to develop the project design.

6. **QUALITY ASSURANCE.** The Engineer will conduct an independent review of all technical material prior to submittal. Items to be reviewed are the plans, specifications, design narrative and project quantities/estimate.

7. SUBMITTAL PREPARATION/DISTRIBUTION: The Engineer will distribute the final design plans and specification lists as follows: (Qty. of plans full size/ qty of specifications): NHDOT (1/1), Owner (3/3), Engineer(1/1).

8. DESIGN CONSULTATION MEETINGS. The Engineer assumes the meetings under this phase will include the following:

- Design review with the Owner and NHDOT. The results and inputs of the meetings will be incorporated into the project documents and the project narrative. (1 meeting)

9. PREPARE JUSTIFICATION FOR SOLE SOURCE ITEMS. If necessary, the Engineer will prepare a justification for sole source items to be included in the specifications. This generally occurs when the Owner desires to match the manufacturer's of the existing electrical equipment in order to ease the ordering of replacement parts.

10. FAA FORM 7460. The Engineer will prepare and submit electronically the construction project's anticipated locations and estimated construction heights to the FAA.

11. CONSTRUCTION SAFETY AND PHASING PLAN WITH CHECKLIST. The Engineer will prepare the FAA's checklist, narrative descriptions and accompanying plans for the project. The Engineer anticipates one initial submittal with one revision based on the FAA's comments on the initial plan. The Engineer will submit electronically the items under this subtask via the FAA's 7460 website.

ARTICLE B3 – ELECTRICAL DESIGN

The electrical scope of work includes the following: a) removal and replacement of the existing runway edge and threshold lights, b) relocation of runway exit signs (installed in 2008) for the narrowed runway width; c) design a precast concrete lighting vault to replace the existing electrical cabinet; d) design conduit(s) for the relocation of the REILS on runway 15 and e) installation of an ODALS for Runway 33. The electrical design will be conducted concurrently with the preliminary and final design tasks previously described. The Engineer anticipates tasks as follows:

1. ELECTRICAL SITE VISITS. The Engineer anticipates three (3) site visits. The first visit will be to collect data on the existing conditions and available power sources/characteristics. The remaining site visits will be to attend the 60% and 100% design review meetings.

2. ELECTRICAL CALCULATIONS. The tasks include the following:

1. Perform electrical load calculations to size the new lighting vault. This will include all runway and taxiway circuits as well as any loads currently fed from the existing electrical enclosure or new loads as requested by the Owner.

2. Perform electrical load calculations on the existing airfield circuits to assist in sizing the new Constant Current Regulators.

3. ODALS. Design will include new ODALS for Runway 33 to be installed in conjunction with the existing PAPI. System criteria and layout will conform to requirements set forth in FAA Order 6850.2B. Electrical service will be coordinated with the public utility company. Air-to-ground radio control options will be discussed with the Owner.

4. TEMPORARY WIRING CONNECTIONS. The Engineer anticipates having to show temporary wiring connections to maintain lights on active pavements.

5. ELECTRICAL SPECIFICATIONS. The Engineer will prepare approximately 15 specifications for the electrical equipment.

6. ELECTRICAL OPINION OF PROBABLE COSTS. The electrical items will be quantified and the Engineer will prepare a cost estimate.

7. QUALITY ASSURANCE. Conduct quality review of electrical work at the 60% (preliminary) submittal and 100% (final) submittal stages.

8. ELECTRICAL PLANS. The Engineer will prepare the final electrical construction plans to include the following:

1. Electrical Layout Plans (6 sheets)*
2. Electrical Vault Plan and Elevations (2)*
3. Guidance Sign Details (1)
4. Electrical Details (3)
5. Demolition Plan (1)
6. Temporary Wiring Details (1)
7. ODALS Plans (2)*
8. ODALS Details (3)
9. ODALS Wiring (2)
10. Circuiting Schematics (2)

* denotes plans provided in the 60% and 100% submittals.

ARTICLE B4 – PERMITTING AND ENVIRONMENTAL DOCUMENTATION

Related to project permitting, the Engineer anticipates the following:

1. NHDES ALTERATION OF TERRAIN PERMIT APPLICATION. The project has been identified as requiring a NHDES Alteration of Terrain permit because the land disturbance exceeds 100,000 square feet. The Engineer anticipates hiring The Smart Associates for this task. The Engineer's activities under this task include the following:

1. ENVIRONMENTAL SUBCONSULTANT. The Engineer's subconsultant shall prepare the administrative portions (forms, maps, etc...) of the permit application. The Engineer will provide the technical portions (plans, calculations, etc...) of the permit application. The Engineer shall coordinate this effort between the 2 firms. The Smart Associates scope of work to prepare the permit application is provided in the Appendices.

2. NHDES MEETINGS. The Engineer anticipates one (1) meeting with NHDES to discuss the AoT permit and Wetlands permit applications. The Engineer shall prepare agendas and minutes for the meetings.
3. TECHNICAL DOCUMENTATION. The Engineer will compile the AoT Stormwater Management report required by the NHDES permit application. This will include compiling and organizing the results of the drainage analysis prepared in other subtasks to include NHDES BMP sizing calculations, HydroCAD detailed output and HydroCAD node analysis for the required storms. Under this subtask the Engineer will prepare any permit application specific quantities, narratives, graphics and PE stamped plans.
4. DISTRIBUTION. A draft copy of the permit application will be submitted for review and comment to the Owner. Upon completion of the review, the Engineer will update the application and submit it to the Owner for final submittal to NHDES. The draft and final copies are anticipated to require 5 copies of the permit application. (Owner 2, Engineer 2, NHDES 1).

2. NHDES DREDGE AND FILL PERMIT APPLICATION. NHDES has determined that a Dredge and Fill Wetland Permit is needed for the project areas in the wetlands. The Engineer anticipates hiring The Smart Associates for this task. The Engineer anticipates the following:

1. ENVIRONMENTAL SUBCONSULTANT. The Engineer shall coordinate the preparation of the wetlands permit application with the Engineer's subconsultant. The Smart Associates scope of work to prepare the permit application is provided in the Appendices.
2. NHDES MEETINGS. The Engineer anticipates one (1) meeting with NHDES to discuss the wetland permit application. The Engineer shall prepare agendas and minutes for the meetings. The Engineer anticipates this can be combined with the AoT permit application meeting noted previously.
3. TECHNICAL DOCUMENTATION. The Engineer will compile the necessary technical documentation to support the permit application including impact areas, volume of filling, narratives, graphics and PE stamped plans.
4. DISTRIBUTION. A draft copy of the permit application will be submitted for review and comment to the Owner. Upon completion of the review, the Engineer will update the application and submit it to the Owner for final submittal to NHDES. The draft and final copies are anticipated to require 5 copies of the permit application. (Owner 2, Engineer 2, NHDES 1).

3. ROCHESTER EROSION CONTROL PERMIT. The City of Rochester "Stormwater Management and Erosion Control Permit Application" will be prepared pursuant to Chapter 50 of the General Ordinances of Rochester. This application will be completed the extent possible and included in the project specifications. The construction contractor shall complete the permit application and file the permit application on behalf of the Owner to the City as part of the project.

4. RESOURCE AGENCIES AND CONCOM MEETINGS. The Engineer will prepare an agenda and facilitate and prepare minutes for all meetings. The Engineer assumes the meetings under this phase will include the following:

- NHDOT Natural Resources meeting (1)
- NHDOT Cultural Resources meeting (1)
- Rochester Conservation Commission (1)

5. ENVIRONMENTAL DOCUMENTATION. The Engineer will review the proposed 200' runway extension and the ODALS in reference to the FAA Order 1050.1E. Specifically the Engineer plans to conduct the following:

1. EXTRAORDINARY CIRCUMSTANCES ANALYSIS. Analyze the proposed 200' runway extension to Runway 15 with REILS and ODALS and determine whether any extraordinary circumstance would be triggered by the proposed work. It is not anticipated that this task will involve any field work or original data collection (such as noise or air quality monitoring, survey, etc.) The one circumstance that would need additional analysis will be FAA Order 1050.1E, paragraph 304k with respect to the potential lighting impact from the ODALS to be installed to Runway 33. The results of this analysis will be presented in a technical memorandum. This task will also involve coordination with the Owner, NHDOT, and the FAA.
2. LETTER UPDATE TO 2003 EA. Prepare a letter that will update and amend (as necessary) the Environmental Assessment (EA) by including the 200' extension and the results of the analysis prepared above. The letter will specifically note if the EA (and thus the FONSI) is still accurate, adequate, and valid.
3. PUBLIC MEETINGS. Hold public outreach and coordination in order to make the community and airport users aware of upcoming projects at the airport and solicit their input, particularly with regards to the proposed runway extension, the REILS relocation and installation of the ODALS, it is anticipated that the meetings will be as follows:
 - Rochester City Council (1 meeting)
 - Somersworth City Council (1 meeting)
 - Skyhaven Airport Advisory Council (SAAC) (2 meetings)

The Engineer will prepare and distribute minutes for each meeting.

ARTICLE B5 – AERONAUTICAL SURVEY, AIRPORT AIRSPACE ANALYSIS

GENERAL

Pease Development Authority, hereinafter referred to as the "Owner", desires to undertake a Project to accomplish an aeronautical survey and airport airspace analysis for the proposed configuration of Runway 15-33 in accordance with the current versions of FAA Advisory Circulars:

- 150/5300-18FAA Advisory Circular 150/5300-16A, General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey;

- FAA Advisory Circular 150/5300-17C, General Guidance and Specifications for Aeronautical Surveys: Airport Imagery Acquisition and Submission to the National Geodetic Survey;
- FAA Advisory Circular 150/5300-18B, General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards;
- FAA Advisory Circular 150/5300-13A Airport Design.

The project will collect, map, attribute and deliver the appropriate data following the “Design/As-built” AGIS (Airports Geographic Information System) workflow process. This project entails the collection of data necessary for the design phase only. The project involves reconstructing Runway 15-33 in place with a 200-foot extension to the approach end of Runway 15, the addition of ODALS (Omni-directional Approach Light System) on Runway 33, REILS (Runway End Identifier Lights) on Runway 15 and leaving the existing PAPI (Precision Approach Path Indicator) on Runway 33. As-built survey of safety critical items will be completed under a separate project once the runway construction and visual NAVAID installation has been completed.

For this Project, Jacobs Engineering Group, Inc. hereinafter referred to as “Jacobs” and its subconsultants Sanborn Mapping Co. Inc. – aerial and planimetric mapping; Joseph M. Wichert, LLS – ground survey; agree to perform the following scope of services associated with the above referenced Project.

1. **PROJECT ADMINISTRATION.** Jacobs will undertake and complete the tasks associated with overseeing the overall project and execution of the overall financing and payment reimbursement for the various components of the project. The project administration effort is related to the tasks included in this Scope of Work.

1. **PROJECT ADMINISTRATION / SCOPE / REPORTING**

1. Jacobs will prepare all necessary billing and invoices;
2. Jacobs will hire and coordinate with its subcontractors;
3. Jacobs will conduct Quality Assurance reviews on the prepared deliverables;
4. Jacobs shall maintain all project materials and documents on-site and readily available for a period of seven (7) years;
5. Jacobs will communicate with the Owner and interested parties throughout the project. Jacobs will maintain an email database of communications.

2. **PREPARE PROJECT SCOPE OF WORK AND FEE ESTIMATE.** Jacobs will prepare the project scope and make revisions necessary for a finalized scope satisfactory to PDA and Jacobs. Jacobs will develop a fee estimate based on the approved scope of work. Jacobs will develop and upload an AGIS specific scope of work to the AGIS project web site for review and approval by the FAA.

3. **PREPARE AND SUBMIT WEEKLY PROJECT STATUS REPORTS TO AGIS.** Jacobs will develop and submit weekly project status reports for the Owner through the AGIS program web site.

4. **COORDINATION MEETINGS.** Jacobs will conduct project meetings and document the results in meeting notes.
 - Scoping review (1 meeting);
 - Project kickoff (1 meeting);
 - Coordination/project update meetings (see each Article).
2. **RECONNAISSANCE.** Jacobs and its subconsultants will perform the following reconnaissance tasks in preparation of the survey tasks:
 1. **COMPLETE PRE-SURVEY ACTIVITY FORMS**
 1. Completion of FAA forms for:
 - i. Airport Operations Manager interview (requires one meeting with Operations Manager)
 1. Airport Operations Manager checklist
 2. Runway Data Sheet;
 - ii. Navigational Aid Facilities Abstract;
 - iii. Field survey operations.
 1. Project Survey plan
 2. Imagery plan
 3. Airport Field Survey checklist
 2. **ESTABLISH AIRPORT CONTROL.** The three (3) Primary and Secondary Airport Control Stations (PACS & SACS) for the Airport have been researched and their current data sheets obtained from the National Geodetic Survey (NGS) website. Jacobs has inquired of the condition and reuse of the existing PACS & SACS from Stephen Bourque and it is understood one (1) PAC and two (2) SACS are not in usable condition for the project. Temporary control will be set and documented per the guidelines as set forth in FAA AC 150/5300-16A.
 3. **COORDINATION MEETING.** Jacobs will hold one (1) coordination meeting with PDA staff to gather the data necessary to complete the FAA pre-survey forms as well as to review with PDA staff the prepared FAA Forms and next steps.

DELIVERABLES

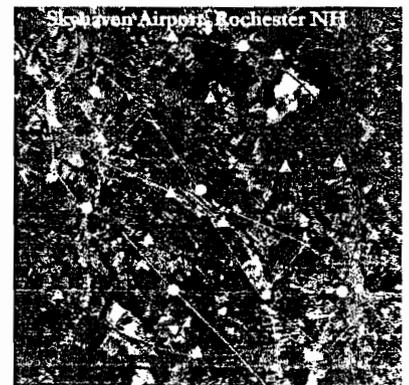
1. Completed FAA forms provided to PDA as Adobe PDF documents;
2. Prepare meeting notes for one (1) coordination meeting.
3. **SURVEY AND QUALITY CONTROL PLAN.** Jacobs will prepare a project Survey and Quality Control Plan. Preparation of a survey and quality control is a requirement of FAA AC 150/5300-18B. The survey and quality control plan details the methodologies for data collection, data safeguarding, and quality assurance. Jacobs will conduct the following tasks to prepare the survey and quality control plan:
 1. **PREPARE SURVEY AND QUALITY CONTROL PLAN.** A Survey and Quality Control Plan will be generated by Jacobs subsequent to and based

on the results of Reconnaissance activities in Article B. The Project Survey Plan will contain the following items:

- a. Airport Summary Report
 - b. Station Table
 - c. Airport Control Plot
 - d. Photographs
 - e. Station location sketch and visibility diagrams
 - f. Station Descriptions
 - g. GPS Observing Scheme
 - h. Project Vector Diagram
 - i. Proposed Implementation List
 - j. Data Processing Software
 - k. Quality Control Plan
2. **UPLOAD SURVEY AND QUALITY CONTROL PLAN.** The Survey and Quality Control Plan will be uploaded to the AGIS project website for review and approval by the FAA and NGS (National Geodetic Survey). Survey activities will not begin until this plan has been approved by the FAA and NGS.
3. **COORDINATION MEETING.** Jacobs will hold one (1) coordination meeting with PDA staff. The meeting will be to review the project Survey and Quality Control plan with PDA staff.

DELIVERABLES

1. Completed project Survey and Quality Control Plan as outlined in Tasks C.1 provided to PDA as Adobe PDF document;
 2. Jacobs will prepare the meeting notes associated with the one (1) coordination meeting Task C.2.
4. **IMAGERY.** Aerial imagery (orthophotos) are required to be obtained (as specified in FAA AC 150/5300-18B Table 2-1) when preparing an airport obstruction analysis. The Jacobs team will acquire aerial photography conforming to the General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to the National Geodetic Survey, Advisory Circular number 150/5300-17C to support an airport airspace survey and analysis for runways with vertical guidance.



1. IMAGERY ACQUISITION PLANNING

1. Jacobs will prepare the imagery plan for submission to the Owner and the National Geodetic Survey (NGS) for review and approval through the FAA AGIS web site. The Imagery Plan will include:
 - Airport name and identifier

- Purpose and intended use of the aerial photography
- Flight line diagram
- Collection methodology
- QA/QC plan
- Equipment listing
- Location and number of the proposed photography ground control points
- General schedule

2. **AERIAL PHOTOGRAPHY IMAGE CONTROL POINTS.** The Jacobs team will coordinate the image control surveying required to accurately support the aerial photography and subsequent photogrammetric mapping deliverables. The Jacobs team will provide an image control diagram showing the general location of required control points (15 points). The image control diagram will include the runway thresholds and runway physical ends, which is required under -16A.

3. DIGITAL ORTHOIMAGERY

1. After the NGS has accepted the submitted imagery flight plan and image control diagram, leaf-on aerial photography will be acquired. The digital aerial photography will be acquired with a 60% forward overlap and 30% side overlap to provide for complete stereoscopic aerial photography coverage out to the conical surface and include the vertically guided approach surfaces that extend beyond the conical surface.
2. Jacobs proposed aerial photography acquisition and image control diagram will be designed to accurately support the obstruction mapping and digital orthophotography delivery conforming to FAA AC 150/5300-18B.
3. The aerial photography will be acquired 15cm (.5') resolution to support
4. The analytical aerial triangulation and color orthophotography will be referenced to the NH State Plane Coordinate System, NAD 83/2007 (NSRS) and NAVD 88. The unit of measurement will be the US Survey Foot.

4. **COORDINATION MEETING.** Jacobs will hold one (1) coordination meeting with PDA staff to coordinate the flight mission planning and review the imagery plan.

DELIVERABLES

1. Imagery Plan delivered to PDA staff in Adobe PDF and submission to the Airports GIS web site for review and approval;

2. Ground Control (all documents listed below to be provided as Adobe PDF)
 - i. Station Location Sketch and Visibility Diagram (for each control point)
 - ii. ASCII data file (coordinates etc.)
 - iii. Ground Control Network diagram
 - iv. ASCII Geo-referencing results;
 3. Digital stereo imagery covering entire area of analysis delivered to NGS on DVD or portable hard drive for review and approval;
 4. Digital orthoimagery delivered to the FAA on DVD or portable hard drive for review and acceptance;
 5. Digital orthoimagery delivered to PDA;
 6. Jacobs will prepare the meeting notes associated with the coordination meeting noted above.
5. GROUND SURVEY. The survey effort will include the collection of all safety-critical features and associated attributes as available, in accordance with AC 150/5300-18B, Table 2-1, Survey Requirements Matrix. The following columns from Table 2-1 were used as a guide for data collection and survey. Those columns are as follows:
- . Construction Airside;
 - . Instrument Procedure Development
1. COLLECT SAFETY-CRITICAL FEATURES AND ASSOCIATED ATTRIBUTES. The Jacobs team will take horizontal and vertical measurements at the airport for:
 - a. Ground survey of fifteen (15) aerial photo control points per AC 150/5300-17C. An FAA Station Location and Visibility Form will be prepared and submitted for each photo control point. Additionally, a photograph (JPEG format) of each control point will be taken and submitted. Existing photo identifiable features are anticipated to be used as photo control points (targets will not be pre-set);
 - b. Five (5) check points (as described in AC 150/5300-17C Section 6) will be occupied with a GPS station and the measurements submitted to NGS OPUS. Copies of the OPUS solutions will be submitted to NGS OPUS;
 - c. Runway Profile measurements (vertical measurements along the runway centerline, from runway end to runway end, taken along centerline to a ½ " accuracy relative to adjacent points);

- d. FAA Navigational Aid Facility/Runway end sketches will be prepared and the perpendicular offset of the structures from the Runway centerline will be generated;
- e. Document all Taxiway:
 - . Intersection to threshold distance;
- f. Document all Runway;
 - . End threshold locations and elevations;
 - . Lengths and widths;
 - . Touchdown Zone elevations;
 - . True azimuths;
 - . Abeam elevations to corresponding navigational facilities;
 - . Runway markings – position and type;
- g. Validate/determine and document using forms contained in FAA AC 150/5300-18B, the Airport Elevation;
- h. Validate/determine and document using forms contained in FAA AC 150/5300-18B, the Airport Reference Point (Existing and Future);
- i. Validate/determine and document using forms contained in FAA AC 150/5300-18B, the position of the following electronic and visual MHT "On Airport" NAVAIDS:

Facility Type	Runway	Notes
Airport Beacon		
Runway End Indicator Lt.	33	
PAPI	33	

- j. Determine elevation of roadways at the intersecting point of the Runway Protection Zone and the runway centerline extended;

2. COORDINATION MEETING. Jacobs will hold one (1) coordination meeting with PDA staff to review the ground survey deliverables.

DELIVERABLES

1. Final coordinates and elevations in ASCII text format;
2. Raw observational data including: Data Collector files, GPS receiver files;
3. Final Processing/Adjustment/Reduction Files;
4. Scans/copies of field notes and sketches;

5. Completed checklists and forms;
 6. AutoCAD file depicting surveyed items;
 7. Final Project Report (as set forth in AC 150/5300-18B Section 2.6.4) will be prepared/submitted. Document will be provided in Adobe PDF format;
 8. Jacobs will prepare the meeting notes for the coordination meeting with PDA as noted above.
6. PLANIMETRIC MAPPING. Jacobs will obtain new planimetric mapping within the airport property as part of this work effort. Jacobs will perform the following tasks to ensure compliance with AC 150/5300-18B:
1. COLLECT MAPPING DATA
 1. Planimetric mapping data will be produced within the defined airport property limit at 1"=40' scale based on the aerial imagery acquired under Article D.
 2. Obstacle data will be captured and reported for objects (vegetative and man-made) within the Vertically Guided Airspace surfaces defined in FAA AC 150/5300-18B as defined in Article G of this scope of work.
 2. IDENTIFY AND CONVERT FEATURE CLASS NAMES. Layer names in the planimetric mapping CADD file will be converted to aGIS acceptable feature classes and layer names.
 3. FEATURE ATTRIBUTION. Each feature collected will be given the appropriate attribute information as defined in AC 150 5300-18B Chapter 5. For each of the features collected there are approximately 5 attributes for which information will be filled in as available.
 4. COORDINATION MEETINGS. Jacobs will hold two (2) coordination meetings with PDA staff to gather data attributes, and review the planimetric mapping and final deliverables in Article F.

DELIVERABLES

1. Digital stereo imagery (all areas) and associated deliverables required by AC 150/5300-17C. Delivery to NGS on portable hard drive;
2. .5' Ortho imagery in a TIFF format (uncompressed) with TFW World Files. Delivery to FAA Airports-GIS on portable hard drive;

3. AutoCAD file, adhering to National CADD standards, containing digital mapping;
 4. AutoCAD/GIS file containing mapping (within airport property) and obstruction data, following the guidelines of AC 150/5300-18B. Delivery to FAA Airports-GIS via AGIS project site and portable hard drive;
 5. Final Report in accordance with AC 150/5300-18B. Delivery to FAA Airports-GIS via AGIS project site and portable hard drive;
 6. Jacobs will prepare the meeting notes for the two (2) coordination meetings with PDA in Task F.4.
7. AIRPORT AIRSPACE ANALYSIS. Jacobs will perform an airport airspace analysis of the airspace surfaces as outlined in FAA AC 150/5300-18B. Specific work tasks include:
1. AIRPORT OBSTRUCTION MAPPING. The aerial imagery obtained under Article D will be used to identify and locate the top most visible part of natural objects and man-made elevated features utilizing the Runways with Vertical Guidance specifications and associated figures included in Chapter 2.7 of AC 150/5300-18B.
 1. The following Vertically Guided Airport Airspace surfaces will be developed as required under AC 150/5300-18B Section 2.7.1.1
 - a. Vertically Guided Runway Primary Surface (VGRPS)
 - b. Vertically Guided Primary Connection Surface (VGPCS)
 - c. Vertically Guided Approach Surface (VGAS)
 - d. Vertically Guided Protection Surface (VGPS)
 - e. Vertically Guided Approach Transition Surface (VGATS)
 - f. Vertically Guided Horizontal Surface (VGHS)
 - g. Vertically Guided Conical Surface (VGCS)
 2. Each surface will be analyzed as specified in AC 150/5300-18B Section 2.7.1.2 Analysis of runways with vertically guided operations to identify, classify and report the highest object, highest man-made object and highest natural (terrain or vegetative) in each required segment. The Airport Surveying-GIS Program Vertically Guided Airport Airspace Analysis checklist (available on the FAA AGIS website) will be completed to ensure all surfaces have been properly analyzed and reported. It is noted that the obstacle reporting requirements in this analysis differ from those required for an FAR Part 77 or TERPS airspace analysis.
 3. In large wooded areas within the vertically guided approach surfaces, vertically guided connection surfaces, vertically guided transitional surfaces, vertically guided horizontal surfaces and vertically guided conical surfaces the highest tree within a 100' by 100' area will be

identified and collected at the top most visible part of that object utilizing leaf-on aerial photography.

2. COORDINATION MEETING. Jacobs will hold one (1) coordination meeting with PDA staff to review the airspace analysis.

DELIVERABLES

1. Completed Vertically Guided Airport Airspace Analysis checklist;
2. AutoCAD file depicting airspace surfaces and obstructions as outlined above;
3. GIS .shp file depicting Vertically Guided Airport Airspace Surfaces with obstructions and appropriate attributes as outlined in FAA AC 150/5300-18B;
4. Jacobs will prepare meeting notes for one (1) coordination meeting in Task G.2.

8. ASSUMPTIONS

1. 1 PAC/ 2 SACS airport control points are unusable;
2. Feature information and classifications will be limited to the area contained within DAW's current property boundary;
3. All work will be completed in ARCVIEW version 10.1. CAD files will be provided in AutoCAD Map 2010;

ARTICLE C – BIDDING

The Engineer shall provide all materials and assistance to the Owner's Purchasing Department during the open public bidding process for the project, reviewing submitted proposals for the bid, identifying the successful bidders, and preparing and distributing executed contract documents to the applicable parties.

The specific items of work shall include:

1. PREQUALIFICATION. Assist the Owner in preparing documentation in order to prequalify potential bidders for the project.
2. PREPARE LEGAL NOTICE. Prepare and provide a sample legal notice for the Owner's use in the advertisement of the Project.
3. DOCUMENT DISTRIBUTION. The Engineer shall sell plans directly to the bidding community. The Engineer's efforts for this task include coordination with

bidders, printing, distributing documents, collecting printing fees and maintaining a plan holders list.

4. PREBID MEETING. Schedule and conduct one (1) pre-bid conference at the Airport. As a part of conducting this conference, the Engineer shall prepare/present the following (at a minimum) to the prospective bidders:

- A meeting agenda describing the elements of the project and its requirements in accordance with the FAA - New England Region's established criteria.
- A project location plan depicting the area of the proposed work.
- A project safety and phasing plan depicting requirements for the proposed work.
- A plan depicting a summary of the proposed work involved in the project.
- A Sign-in sheet recording the attending parties.
- Meeting minutes for internal records will be prepared.

5. RESPOND TO RFI'S. The Engineer shall field and respond to inquiries regarding general and/or specific issues pertaining to the bidding process, the scope of the project, and specific technical questions about the plans or specifications.

6. PREPARE AND DISTRIBUTE ADDENDA. If necessary, prepare, and distribute any addenda issued for the purpose of clarification, deletion, addition, or correction to the bid plans or specifications. Two (2) addenda with preparation of sketches has been assumed.

7. REVIEW BID PROPOSALS. Upon receipt of bids, The Engineer shall perform a review of all bid proposals received for the project. The bid review shall include the inspection of the following items for compliance:

- Contractor's bid extension math
- Bid security
- Execution of bid
- Non-collusive bidding certificate
- EEO certification
- Statement of surety's intent
- Addenda receipt
- Buy-American certificate
- Subcontractors and suppliers list
- Eligibility certification
- Corporate bidders' certification
- Non-discrimination statement and non-segregated facilities certificate
- DBE certifications

The Engineer shall also:

- Request evidence of competency and evidence of financial responsibility from the contractors.
- Review the contractor's list of personnel, list of equipment and financial statements.
- Formally contact the contractor's references, upon the Owner's

request, or if the contractor has no past working relationship with the Engineer or Owner.

8. BID TABULATION. The Engineer will prepare the bid tabulation for the project.

9. RECOMMENDATION OF AWARD. After reviewing the bid proposals, the Engineer shall identify the apparent low bidder and issue a recommendation/rejection of award of the construction contract to the Owner, and provide sample concurrence of award letters to the NHDOT.

10. CONFORMED CONSTRUCTION DOCUMENTS. After award of the construction contract, the Engineer shall prepare, print and distribute sets of conformed construction plans and specifications incorporating all addenda items and clarifications issued during the bidding period for use during the construction of the project. The distribution of plans/specs is anticipated to be as follows: NHDOT (1/1), Owner (2/2), Contractor (3/3), Engineer (2/2).

The Engineer assumes that the Owner will make the necessary arrangements to develop fully executed construction contracts.

ARTICLE D – PROJECT ADMINISTRATION

1. SCOPING MEETINGS. The Engineer will attend a scoping with NHDOT and the Owner. In addition, the Engineer will attend a scoping meeting with NHDES to review the Alteration of Terrain and Wetland permit requirements related to the project. The Engineer will prepare minutes of all meetings.

2. DEVELOP SCOPE OF WORK. The Engineer will develop a detailed scope of work and associated fee estimate for the project.

3. PROJECT SCHEDULE. The Engineer will prepare a project schedule at the project kickoff and up to two (2) interim project schedules throughout the course of the project.

4. NHDOT GRANT APPLICATIONS. The Engineer will prepare the Federal Grant Application with accompanying attachment for the project and distribute to the Owner for signatures for the Design and Permitting scope (i.e. this scope) and for the FAA Reimbursable agreement for the relocation of the REILS. Two (2) grant applications are included. This subtask includes the Intergovernmental Review with the State Office of Energy and Planning, Federal E.O. 12372 coordination letter to the US Fish and Wildlife and Section 106 correspondence.

5. PREPARE PROJECT INVOICES. The Engineer shall collect subconsultant invoices, review and evaluate project charges and prepare the project invoices. The Engineer anticipates twelve (12) invoices.

6. PREPARE REIMBURSEMENT REQUESTS. The Engineer will prepare the necessary grant reimbursement paperwork for the project. The Engineer anticipates twelve (12) reimbursements.

7. PROJECT MANAGEMENT & REPORTING. This task includes project team coordination, internal staff coordination, and progress reports. This subtask includes:

- Regular contact with the Airport, the Owner and NHDOT to discuss project details, status, schedule, future work activities, and any project management issues.
- Regular assessments of internal staff assignments and progress.

8. DEVELOP PAVEMENT MAINTENANCE MANAGEMENT PLAN. In accordance with FAA grant assurance (dated 3/2011) item #11, the Engineer will prepare a pavement maintenance-management program. The Engineer will utilize the FAA AC 150/5320-17 "Airfield Pavement Surface Evaluation and Rating Manuals" for this task. The plan will outline the pavement areas and year of estimated construction. The plan will include rating system and location for the Airport to document on a yearly basis the pavement condition. The FAAAC 150/5320-17 will be an appendix to the plan.

9. PROJECT CLOSEOUT. The Engineer will prepare the project close out documentation to close out the grant related to this scope of work.

ARTICLE E – CONSTRUCTION ADMINISTRATION (Not Included)

ARTICLE F – RESIDENT ENGINEERING (Not Included)

ASSUMPTIONS

- All permit application fees paid for by the Owner.
- NHDES Water Quality permit is not anticipated to be required. The project will fall under the NHDES's Programmatic General Permit (PGP) issued by the Army Corps of Engineers. It is anticipated that the project will not require an individual Army Corps 404 permit nor 401 water quality certification. Reference meeting with NHDES on 10.16.12 and follow up by Glenn Smart (TSA) with the Army Corps Richard Roach on 10.19.12. The Engineer does not anticipate needing to prepare the NHDES Simple Method calculations that would be required for the 401 water quality certification.
- Abutter notification will be by the Owner.
- Contaminated soils investigation or remediations are not required.
- ALP is not updated with this project. ALP to be updated after construction.
- Vegetation management plan will be prepared during construction.
- FAA Safety Management System (SMS) procedures and requirements are not included.
- Wetland permitting mitigation is banked and no additional effort is required.
- Obstruction analysis will utilize aerial photography obtained with the Master Plan.
- The Runway 33 PAPI does not need to be moved for the narrowed runway.
- Planting plans
- Wetland mitigation plans
- Does not include preparing a DBE plan or DBE DOORs reporting
- FAA Form 7460's will not be required for the boring rig as it is anticipated that the runway will be closed for night work.
- Runway 15 PAPI is not included
- Survey data collection will not conform to the FAA GIS standards presented in Orders 5300-16a (survey and geodetic control standards); 5300-17b (imagery acquisition standards) and 5300-18b (submission of surveys and GIS standards).

PROPOSED PROJECT SCHEDULE

- Design Grant Application to the Owner: December 2012
- Data Collection (Wetlands, Topo, Soils) – Spring 2013
- AGIS survey – June 2014
- AGIS data to FAA – September 2013
- FAA Approach Validation – November 2013
- Preliminary Design – December 2013
- Permitting – December 2013
- Final Design – February 2014
- Bidding – March 2014
- Construction – August to October 2014

Attachments:

Scoping Plan

Fee Estimate (Jacobs and Subconsultants)

Organization Chart

Subconsultant Proposals:

- Geotechnical Appendix: Subconsultant Scope and Fee
- Survey Appendix: Subconsultant Scope and Fee
- Environmental Appendix: Subconsultant Scope and Fee
- Archeological Appendix: Subconsultant Scope and Fee
- AGIS Appendix
 - Aerial Mapping Scope and Fee
 - AGIS Survey Scope and Fee

Scoping Plan

Fee Estimate

Jacobs and Subconsultants

FEE ESTIMATE
for
RECONSTRUCT RUNWAY 15-33
EXTEND RUNWAY 15 AND TAXIWAY A
INSTALL ODALS FOR RUNWAY 33
at
SKYHAVEN AIRPORT
ROCHESTER, NH

SUMMARY		
ARTICLE A	Data Collection	\$94,571
ARTICLE B1	Preliminary Design	\$76,636
ARTICLE B2	Final Design	\$68,948
ARTICLE B3	Electrical Design	\$63,652
ARTICLE B4	Permitting and Environmental Documentation	\$51,999
ARTICLE B5	AGIS scope	\$113,020
ARTICLE C	Bidding	\$15,055
ARTICLE D	Project Administration	\$18,14
ARTICLE E	General Construction Administration	Not Included
ARTICLE F	Resident Engineering	Not Included
	TOTAL	\$502,023

**SKYHAVEN AIRPORT
ARTICLE A - DATA COLLECTION**

.s:	Principal Engineer	Senior Project Engineer/Manager	Project Engineer	CADD Tech	Administrative Support	TOTAL
A.1 Review Record Drawings and Reports		4	4			8
A.2 Geotechnical Coordination		4	8			12
A.3 Survey Coordination		4	4			8
A.4 Wetlands Permitting Coordination		4				4
A.5 Archeological Coordination		4				4
A.6 Project Survey Validation		2	8			10
A.7 Base Mapping	2	2	4	16		24
						0
						0
						0
TOTAL HOURS	2	24	28	16	0	70
RATES	\$86.00	\$53.00	\$42.00	\$27.00	\$20.00	
PAYROLL	\$172.00	\$1,272.00	\$1,176.00	\$432.00	\$0.00	\$3,052.00

Expenses

Travel: 1 trips from/to Bedford-Rochester (100 mile @ \$0.55/mile)	\$55
Meals/Lodging:	
Printing, Postage, etc.:	\$50
<u>Total Expenses:</u>	<u>\$105</u>

PAYROLL	\$3,052
OVERHEAD (123.01%)	\$3,754
<u>TOTAL PAYROLL FEE</u>	<u>\$6,806</u>
PAYROLL PROFIT (10%)	\$681
EXPENSES	\$105
<u>SUBCONSULTANTS</u>	<u>\$86,979</u>

Subconsultants

Geotechnical	\$37,400
Survey	\$17,150
Wetlands	\$6,184
Archeological (Phase 1A)	\$7,974
Archeological (Phase 1B Investigations - if required)	\$18,271
<u>Total Subconsultants</u>	<u>\$86,979</u>

TOTAL FEE: \$94,571

\$68,326 data collection work

**SKYHAVEN AIRPORT
ARTICLE B1 - PRELIMINARY DESIGN**

Tasks:	Principal Engineer	Senior Project Engineer/Manager	Project Engineer	CADD Tech	Administrative Support	TOTAL
B1.1.1 Pavement - CBR Calculation			4			4
B1.1.2 Pavement - Fleet Mix			4			4
B1.1.3 Pavement - FAARFIELD Computations			4			4
B1.1.4 Pavement - Materials Analysis			8			8
B1.1.5 Pavement - Develop Typical Pavement Section		2	4			6
B1.2.1 Geometry - Related Surfaces/Areas			8			8
B1.2.2 Geometry - Develop Geometry			16			16
B1.3.1 Grading - Runway, Taxiway and ODALS Service Road Profiles		2	12			14
B1.3.2 Grading - Develop BMP Grading Strategies		4	16			20
B1.3.3 Grading - Contours and Grading limits			4	16		20
B1.3.4 Grading - Critical Cross Sections			2	12		14
B1.4.1 Drainage - Evaluate Existing Drainage			4			4
B1.4.2 Drainage - Pre-development flows		2	16	4		22
B1.4.3 Drainage - NHDES Chapter 2 Calcs		4	16	4		24
B1.4.4 Drainage - NHDES Chapter 3 Criteria		4	16			20
B1.4.5.a Drainage - NHDES Chapter 4 BMP Sizing		2	24	8		34
B1.4.5.b Drainage - NHDES Chapter 4 Post Development Flows		2	24	8		34
B1.4.5.c Drainage - NHDES Chapter 4 NHDES AoT Meeting		6	6	2		14
B1.4.6 Drainage - Calculations for Conveances			16	4		20
B1.4.7 Drainage - Inlet Flow Capacities			4			4
B1.4.8 Drainage - Energy Dissipation Calculations			8			8
B1.5 Temporary Erosion Control Measures			16	8		24
B1.6 Marking, Signage and Lighting		2	4	8		14
B1.7. Obstruction Analysis		2	8	8		18
B1.8 Coordination with FAA		2	4			6
B1.9 Specification List		2	4			6
B1.10 Opinion of Probable Construction Costs		4	24	8		36
B1.11.1 Title Sheet (1 drawing)				2		2
B1.11.2 General Plan (1)		2	2	2		6
B1.11.3 General Notes (1)			2	2		4
B1.11.4 Typical Sections (1)			8	16		24
B1.11.5 Safety and Phasing Plans (4)		4	12	32		48
B1.11.6 Geometry and Marking Plans (6)			8	24		32
B1.11.7 Profiles and Grading/Drainage Plans (6)		4	24	40		68
B1.11.8 Erosion and Sediment Control Plans (2)			8	16		24
B1.11.9 Erosion and Sediment Control Details and Notes (1)			4	8		12
B1.11.10 Obstruction Removal Plan (1)			8	16		24
B1.11.11 List of Specifications			2			2
B1.11.12 Opinion of Probable Construction Costs			16			16
B1.12 Quality Assurance	16	4	8			28
B1.13 Submittal Preparation/Distribution			8	16	8	32
B1.14 Design Consultation Meetings (6 hours per meeting)		30	30			60
TOTAL HOURS	16	84	416	264	8	788
RATES	\$86.00	\$53.00	\$42.00	\$27.00	\$20.00	
PAYROLL	\$1,376.00	\$4,452.00	\$17,472.00	\$7,128.00	\$160.00	\$30,588.00

Expenses

Travel: 5 trips from/to Bedford-Rochester (500 mile @ \$0.55/mile)	\$275
Meals/Lodging:	
Printing, Postage, etc.: 15 x \$75/plan + \$200 postage	\$1,325
Total Expenses:	\$1,600

PAYROLL	\$30,588
OVERHEAD (123.01%)	\$37,626
TOTAL PAYROLL FEE	\$68,214
PAYROLL PROFIT (10%)	\$6,821
EXPENSES	\$1,600
SUBCONSULTANTS	\$0

TOTAL FEE: \$76,636

**SKYHAVEN AIRPORT
ARTICLE B2 - FINAL DESIGN**

Tasks:	Principal Engineer	Senior Project Engineer/Manager	Project Engineer	CADD Tech	Administrative Support	TOTAL
B2.1.1 Title Sheet (1 Sheet)*				1		1
B2.1.2 General Plan (1)*			2			2
B2.1.3 General Notes (1)*			2			2
B2.1.4 Safety and Phasing Plan (4)*		2	8	8		18
B2.1.5 Safety and Phasing Plan Notes (1)			8	4		12
B2.1.6 Existing Conditions Plans (6)			8	16		24
B2.1.7 Typical Sections (2)*			8	8		16
B2.1.8 Pavement Details (2)			8	12		20
B2.1.9 Marking Details (1)			4	8		12
B2.1.10 Drainage Details (3)		2	12	24		38
B2.1.11 Miscellaneous Details (2)		2	12	24		38
B2.1.12 Site Preparation Plans (6)		4	16	24		44
B2.1.13 Erosion and Sediiment Control Plans (2)*			2	4		6
B2.1.14 Erosion and Sediment Control Details and Notes (1)*			2	4		6
B2.1.15 Geometry and Marking Plans (6)*			8	8		16
B2.1.16 Profiles and Grading/Drainage Plans (6)*		4	8	16		28
B2.1.17 Drainage Notes (2)			8	8		16
B2.1.18 Pipe Profiles (2)			8	16		24
B2.1.19 Cross Sections (25)			32	48		80
B2.2 Tech. Specs (Estimate average of 4 hours per Spec)		16	80		4	100
B2.3 Front End Specs		4	40		4	48
B2.4 Quantities and Opinion of Probable Costs		4	24			28
B2.5 Design Narrative		4	24		4	32
B2.6 Quality Assurance	16	8	4			28
B2.7 Submittal Preparation/Distribution			4	8	8	20
B2.8 Design Consultation Meetings (6 hours per meeting)		6	6			12
B2.9 Prepare Justification for Sole Source Items		2	8			10
B2.10 FAA Form 7460			4			4
B2.11 Construction Safety and Phasing Plan with Checklist		4	24	8		36
* Denotes plan(s) started under previous phase. Effort for required revisions.						
TOTAL HOURS	16	62	374	249	20	721
RATES	\$86.00	\$53.00	\$42.00	\$27.00	\$20.00	
PAYROLL	\$1,376.00	\$3,286.00	\$15,708.00	\$6,723.00	\$400.00	\$27,493.00

Expenses

Travel: 1 trips from/to Bedford-Rochester (100 mile @ \$0.55/mile)	\$55
Meals/Lodging:	
Printing, Postage, etc.: 5 x (\$150/spec + \$100/plan set) + \$200 post. (incl. electrical plans and specs)	\$1,450
Total Expenses:	\$1,505

PAYROLL	\$27,493
OVERHEAD (123.01%)	\$33,819
TOTAL PAYROLL FEE	\$61,312
PAYROLL PROFIT (10%)	\$6,131
EXPENSES	\$1,505
SUBCONSULTANTS	\$0
TOTAL FEE:	\$68,948

**SKYHAVEN AIRPORT
ARTICLE B5 - AGIS AERONAUTICAL SURVEY**

Tasks:	Project Principal	Senior Project Engineer/Manager	Airport Planner	Administrative Support	TOTAL
B5.1.1 Project Administration / Scope / Reporting					0
B5.1.1.1 Prepare billing and Invoices	0	24	4	8	36
B5.1.1.2 Hire and coordinate with subcontractors	0	12	24	0	36
B5.1.1.3 Conduct QA/QC reviews	16	24	24	0	48
B5.1.1.4 Maintain project materials and documents	0	8	4	0	12
B5.1.1.5 Coordination with client	0	32	16	0	48
B5.1.2 Prepare Project Scope of Work and Fee Estimate	1	12	24	0	36
B5.1.3 Prepare and Submit Weekly Project Status Reports to AGIS	0	5	12	0	17
B5.1.4 Coordination Meeting (x2)	0	12	12	0	24
B5.2 Reconnaissance					0
B5.2.1 Complete Pre-Survey Activity Forms	0	4	4	0	8
B5.2.2 Establish Airport Control	0	2	4	0	6
B5.2.3 Coordination Meeting (x1)	0	6	6	0	12
B5.3 Survey and Quality Control Plan					0
B5.3.1 Prepare Survey and Quality Control Plan	0	4	2	0	6
B5.3.2 Upload Survey and Quality Control Plan	0	0	1	0	1
B5.3.3 Coordination Meeting (x1)	0	6	6	0	12
B5.4 Imagery					0
B5.4.1 Imagery Acquisition Planning	0	0	2	0	2
B5.4.2 Aerial Photography Image Control Points	0	0	2	0	2
B5.4.3 Digital Orthoimagery	0	0	2	0	2
B5.4.4 Coordination Meeting (x1)	0	6	6	0	12
B5.5 Ground Survey					0
B5.5.1 Collect Safety-Critical Features and Associated Attributes	0	4	24	0	28
B5.5.2 Coordination Meeting (x1)	0	6	6	0	12
B5.6 Planimetric Mapping					0
B5.6.1 Collect Mapping Data	0	0	4	0	4
B5.6.2 Identify and Convert Feature Class Names	0	0	4	0	4
B5.6.3 Feature Attribution	0	2	40	0	42
B5.6.4 Coordination Meeting (x1)	0	6	6	0	12
B5.7 Airport Airspace Analysis					0
B5.7.1 Airport Obstruction Mapping	0	4	24	0	28
B5.7.2 Coordination Meeting	0	6	6	0	12
TOTAL HOURS	17	185	269	8	462
RATES	\$86.00	\$53.00	\$44.00	\$20.00	
PAYROLL	\$1,462.00	\$9,805.00	\$11,836.00	\$160.00	\$23,263.00

Expenses

Travel: 8 trips from/to Bedford-Variou (800mile @ \$0.55/mile)
 Portable hard drive
 Total Expenses:

\$440
 \$500
 \$940

PAYROLL \$21,801
 OVERHEAD (123.01%) \$26,817
 TOTAL PAYROLL FEE \$48,618
 PAYROLL PROFIT (10%) \$4,862
 EXPENSES \$940
 SUBCONSULTANTS \$58,600

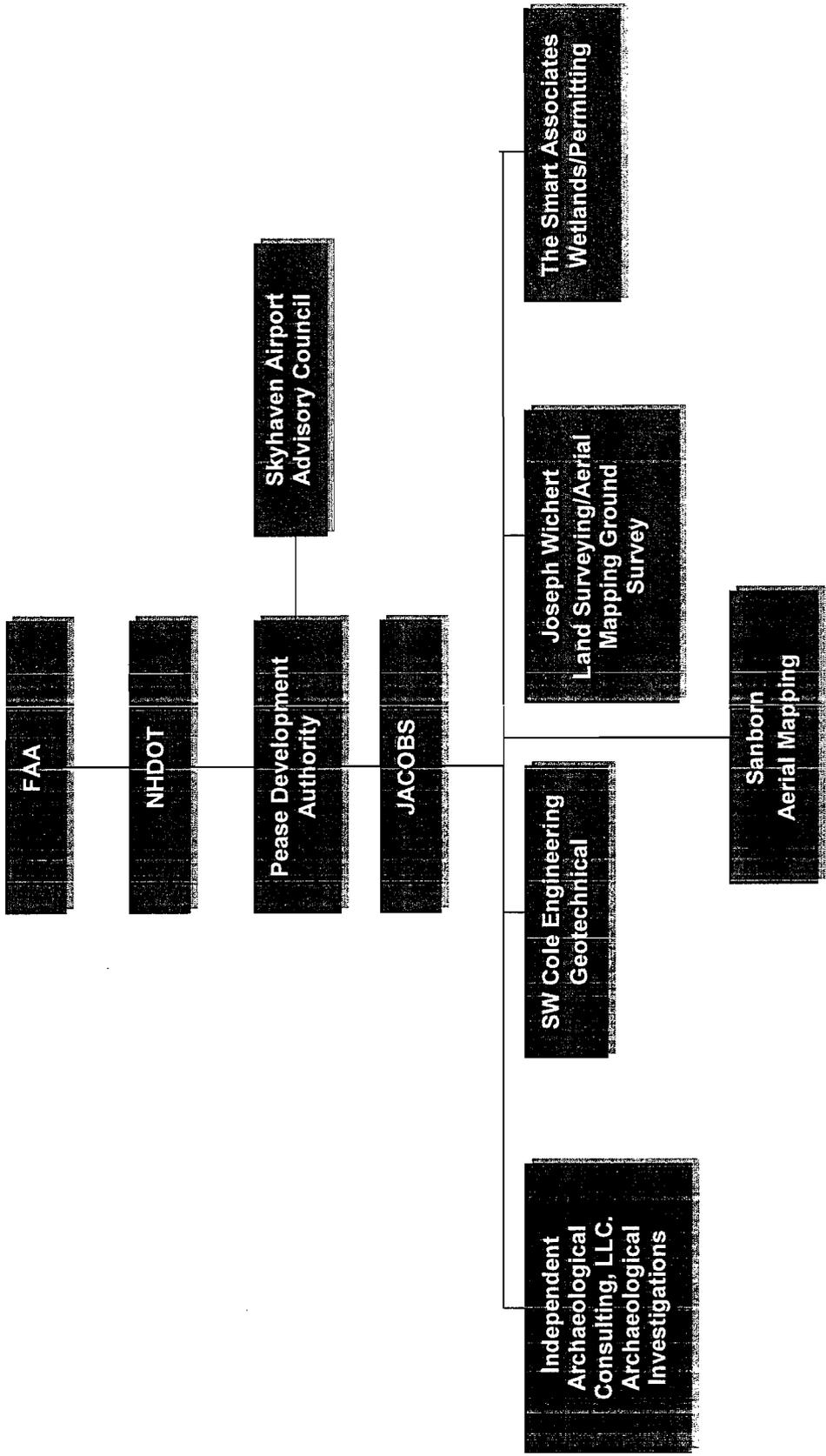
Subconsultants

Joseph M. Wichert LLS (Ground control & survey)
 Sanborn Mapping (aerial imagery/mapping)
 Total Subconsultants

\$18,850
 \$39,750
 \$58,600

TOTAL FEE: \$113,020

Organization Chart



Geotechnical Subconsultant Proposal



www.swcole.com

12-1065 S

October 26, 2012

Jacobs Engineering Group, Inc.
Attention: John Gorham, P.E.
Two Executive Park Drive
Bedford, NH 03110

Subject: Proposal
Explorations and Geotechnical Services
Reconstruct Runway 15-33
Skyhaven Airport
Rochester, New Hampshire

Dear John:

We are pleased to submit this Proposal for explorations and geotechnical services for the proposed Reconstruction of Runway 15-33 at Skyhaven Airport in Rochester, New Hampshire.

PROJECT CONDITIONS

We understand that the project involves reconstruction of Runway 15-33. The length of the existing runway is about 3,900 feet. The areas directly north and south of the runway are near the elevation of the runway before sloping downward in to low-lying wet areas.

The reconstruction project will also include a short extension of the north end of the runway. Several areas on the north end of the runway are also designated for potential stormwater management. One area on the south end of the runway is also designated for potential stormwater management. Lighting towers are proposed off the south of the runway extending off the airport to the south side of Airport Drive.

We understand the runway will be reconstructed to include a new pavement section. One of the purposes of this geotechnical work is to determine the characteristics of the existing pavement section for potential re-use in the new pavement section.

ANTICIPATED SUBSURFACE CONDITIONS

Based on our previous work on the airport for the new taxiway in 2005 and a previous runway extension, we anticipate the exploration work on the runway will include glacial till-like fill soils overlying native glacial till. Surficial topsoil and wetland soils overlying glacial till soils are expected in other areas. Recent subsurface exploration work for the extension of Airport Drive indicate that the soils will be glacial till.

SCOPE OF SERVICES

The exploration and testing program will be as outlined in your October 24, 2012 letter and Soil Data Collection plan. A summary of the requested scope of services is presented below:

- 28 test borings (designated B-1 through B-27, including B-9A). The test borings will be made as follows:
 - B-1 through B-6, B-8 and B-9A made to depths of 10 feet below the ground surface or to refusal, whichever is shallower and sampled at continuous intervals. We will note indicators of groundwater conditions (i.e. mottling, saturated soils, free water), presence of bedrock, and general drainage characteristics for use in preliminary screening from stormwater management areas,
 - B-7 through B-22 made to depths of 6 feet below the ground surface or to refusal, whichever is shallower and sampled at continuous intervals. To avoid pavement disturbance from drilling auger flights (i.e. heaving or mounding), we will pre-core the pavement with an electric core drill to a diameter slightly larger than the outer diameter of the drilling augers.
 - B-23 through B-27 made to depths of 15 feet below the ground surface or to refusal, whichever is shallower sampled at 0-2 and 2-4-foot intervals and at 5-foot intervals thereafter.
 - Test boring work in areas delineated by others as wetlands will follow the regulations New Hampshire Code of Administrative Rules, Env-Wt 100-800, part n 1-12.

- We will provide geotechnical personnel to observe the test boring work. Drilled test boring work will be performed under subcontract to S. W. COLE ENGINEERING, INC.
 - We understand that exploration work performed within the RSA area (comprised of 18 drilled test borings) will be performed as night work.
-
- Due to sample size required for laboratory testing at the locations test borings B-9, B-10, B-11, B-14, B-15, B-17, B-18, B-20, and B-22, we will perform pavement coring using several penetrations with a 10-inch diameter core barrel and excavation with hand tool to obtain adequate size bulk samples of the base and subbase materials. The hand excavation technique allows for more accurate measurement of the thickness of base and subbase material than with the use of a 1 $\frac{3}{8}$ -inch split-barrel sampler with a conventional test boring. Pavement coring and hand sampling will be performed by S. W. COLE ENGINEERING, INC. geotechnical personnel. We understand that exploration work performed within the RSA area (comprised of 8 pavement cores and hand sampling) will be performed as night work.
 - Backfill explorations with soil cuttings and supplemented with imported aggregate materials and patch pavement with non-shrink cementitious grout/concrete.
 - Bore Hole ("BH") Permeabilities @ BH-1 through BH-6: Permeability testing will occur after the initial borings described above and require a separate mobilization to the project. The exploration will include making test pits to a depth of 10 feet with infiltration testing performed at a depth of 4 feet to determine the hydraulic conductivity (Ksat) value. The seasonal high groundwater table and/or bedrock will be documented in the test pit, if present. Infiltration testing will be performed using the Guelph permeameter method in accordance with NH Stormwater Manual, Volume 2, 2008, "Field Measured Infiltration Rate" on starting on page 17.

- Laboratory testing will include the following:
 - 24 grain size analyses and hydrometer tests (ASTM D-422) at 8 test boring locations (one test on each the base, subbase, and subgrade soils at each boring).
 - 8 chemical extraction and gradation tests (AASHTO T-164) on bituminous asphalt cores.
 - 12 Flat/Elongated tests (ASTM D-693) which include 8 tests on base material and 4 tests on subbase material.
 - 12 L.A. Wear tests (ASTM C-131) which include 8 tests on base material and 4 tests on subbase material.
 - 12 Sulfate Soundness (ASTM C-88) which include 8 tests on base material and 4 tests on subbase material. Given that the aggregate base material is anticipated to include a well-graded mixture of coarse and fine aggregate, our testing will be performed on each size increment that consists of more than 5 percent retained to a size increment as fine as the No. 50 sieve.
 - 12 Atterberg Limits tests (ASTM D-4318) which include 8 tests on base material and 4 tests on subbase material.
 - 12 Sand Equivalent tests (ASTM D-2419) which include 8 tests on base material and 4 tests on subbase material.
 - 4 California Bearing Ratio (CBR) tests (ASTM D-1883) on samples of subgrade soils. Testing will also include performing Standard Proctor (ASTM D-698) on each sample for establishing the density criteria for the CBR.

- Unified Soil Classification (ASTM D-2487) on each split-barrel sample obtained.
- Assist Jacobs in layout and marking on the explorations prior to the start of exploration work.
- Coordinate with airport operations, DigSafe, Federal Aviation Administration, and Airport Maintenance Department relative to locations of underground utilities.
- Subcontract a private utility locator to clear exploration locations of known subsurface utilities.
- Provide exploration staff with a radio that works on 122.7 MHz to communicate with airport personnel.
- Make an assessment of allowable bearing capacity and settlement and make recommendations for excavation, dewatering, and backfill at the location of the proposed light poles at borings B-23 through B-27.
- Provide a written report of findings containing test boring logs with Unified Soil Classification group symbols, and laboratory test results.
- Our report will be prepared and stamped by a New Hampshire Professional Engineer and delivered in PDF electronic format.

Drilled test boring work will be performed under subcontract to S. W. COLE ENGINEERING, INC. Pavement coring and hand sampling will be performed by S. W. COLE ENGINEERING, INC. geotechnical personnel.

SCHEDULE

We understand that Jacobs expects notice to proceed in late November. We have tentatively scheduled the exploration work for the week of December 3, 2012 and

anticipate drilled test borings will require about 3 work shifts to complete and pavement coring and hand sampling will take 2 work shifts.

Laboratory testing will require about 3 weeks to complete and we anticipate a draft report can be completed by the end of December 2012. Although we anticipate the Sulfate Soundness and CBR testing will be completed for the draft submission, following the ASTM procedures for these tests require considerable time. In the event that laboratory schedules on these two test items become delayed, we will communicate anticipated completion dates with Jacobs.

BUDGET AND COMPENSATION

S. W. COLE ENGINEERING, INC. will charge for services on a not-to-exceed unit rates basis. The total not-to-exceed fee based on the scope of services provided by Jacobs Engineering Group, Inc. is as follows:

Explorations (B-1 through B-27, and B-9A), pavement coring and hand sampling, field coordination, report preparation, and project administration	\$15,300
Premium for lighting and drilled test borings and pavement coring/hand sampling for night work	\$1,400
Permeability (BH-1 through BH-6), test pits, data compilation and reporting	\$3,400
Laboratory Testing	\$16,300
Subcontracted private utility locate	\$1,000



A summary of drilling, permeability testing, and laboratory unit rates is presented below:

Soil Boring	\$16/foot
Field Permeability Testing	\$175/location
Test Pits for Permeability Testing	\$250/location
Grain Size Analyses and Hydrometer (ASTM D-422)	\$120/each
Bituminous Pavement Extraction and Gradation (AASHTO T-164)	\$155/each
Flat/Elongated (ASTM D-693)	\$75/each
L.A. Wear (ASTM C-131)	\$175/each
Sulfate Soundness (ASTM C-88)	\$475/each
Atterberg Limits (ASTM D-4318)	\$50/each
Sand Equivalent (ASTM D-2419)	\$90/each
CBR (ASTM D-1883) and Standard Proctor (ASTM D-698)	\$450/each

PROPOSAL ACCEPTANCE

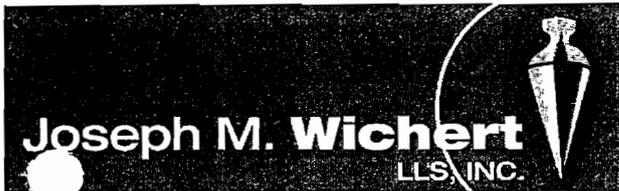
If this Proposal meets your approval, please issue a contract based on the above scope of services. Please call if you have any questions. We look forward to being of assistance to you on this project.

Sincerely,

S. W. COLE ENGINEERING, INC.

Chad B. Michaud, P.E.
Senior Geotechnical Engineer

Survey Subconsultant Proposal



LAND SURVEYOR & SEPTIC SYSTEM DESIGNER

26 October 2012

Mr. John Gorham, PE, Project Manager
Jacobs Engineering
Two Executive Park
Bedford, New Hampshire 03104

BOUNDARY
SURVEYS

Dear Mr. Gorham:

RE: SURVEY WORK AT SKYHAVEN AIRPORT, ROCHESTER, NH

SUBDIVISIONS

This letter is a summary of our estimated charges for the requested survey work at the above listed address as specified in your October 22 letter to me. I estimate our charges for the survey work will be **between \$14,900 and \$17,150.**

ALTA/ACSM
TITLE SURVEYS

For the purposes of this estimate, the area to be surveyed will be as specified in your October 22 letter. My prices are broken down as shown below:

- Base (41 Acres) = \$13,000 to \$15,000
- Area A2 (4 Acres) = \$1,000 to \$1,250
- Area A3 (0.2 Acres) = \$450
- Area A4 (0.2 Acres) = \$450

TOPOGRAPHIC
SURVEYS

The prices for areas A3 and A4 assume we are doing them in conjunction with other work. These prices do not include wetland flagging by others. As I stated in our telephone conversation today, we will locate all visible utilities and measure all of the inverts that are accessible to the field crew. We will show the location of the underground utilities based on available plans only. If the location of the underground utility data is critical, it is advised that the site be digsafed or flagged PRIOR to us going onsite. If the area is flagged after we have been onsite, additional charges will be incurred for the time back to the site (same thing applies to the wetlands). If the area is flagged before we do the fieldwork, no additional time will be needed (same thing applies to the wetlands). This estimate does not allow for opening manholes in the travel way of the street where a police detail would be needed. Should you need this information please advise so I can contact Rochester to determine the cost of a traffic detail.

CONDOMINIUM
CONVERSIONS

GPS
SURVEYS

As you are aware, we have done other similar projects for your firm and I would be happy to provide you or the client with a list of other references and comparable projects already completed, if you wish. Thank you for allowing us to provide you with this estimate and I look forward to working with you on this project.

SEPTIC
DESIGNS

Sincerely,

Joseph M. Wichert, Pres.
Joseph M. Wichert, L.L.S., Inc.

Environmental (Wetlands/Permitting) Subconsultant Proposal

*Wetland Delineation and Permitting
ODALS, Runway 15 Extension, and PAPI Regrade
Skyhaven Airport
Rochester, New Hampshire*

SCOPE OF WORK AND COST ESTIMATE

The Smart Associates, Environmental Consultants, Inc. (TSA) is pleased to offer this proposed scope of work and cost estimate for several improvement projects at Skyhaven Airport in Rochester, New Hampshire. The elements of TSA's proposed scope of work are detailed below.

Task 1 – Wetland Delineation and Data Collection

TSA will prepare a data request to the NH Natural Heritage Bureau to obtain information on rare, threatened, and endangered species that may be present within the project area. The US Fish and Wildlife Service's website will also be reviewed to obtain information on any federally-listed threatened or endangered species. The US Fish and Wildlife Service and the NH Fish and Game Department will be contacted directly if additional information is needed.

TSA will field delineate wetlands ("Wetland E") within the limits of the proposed omnidirectional approach lighting system (ODALS) off of Runway 33 (as shown on the attached plan). Wetlands will be delineated in accordance with the US Army Corps of Engineers (ACOE) 1987 Methodology and the ACOE Regional Supplement. Individually-labeled flags will be placed in the field to designate the wetland boundaries. Representative photographs of the wetlands will be taken during the field delineation and a field sketch map will be prepared. It is assumed that the wetland delineation flags will be surveyed by others. ACOE field data forms and a wetland functional assessment will be completed. Wetlands will be classified in accordance with the US Fish and Wildlife Service Manual *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al., 1979).

A brief Wetland Delineation Memo will be prepared to summarize the delineation and to provide information on the wetlands located within the project site. Attachments to the report will include a wetland delineation map (assumes that wetland flags will be surveyed by others and the map will be prepared by Jacobs), representative photographs, ACOE field data forms, wetland functional assessment forms, and agency correspondence letters.

Task 2 – NHDES Dredge and Fill Permit

For the purposes of this scope of work and cost estimate, it is assumed that the ODALS, Runway 15 Extension, and Precision Approach Path Indicator (PAPI) Regrade projects would all be included in the NH Department of Environmental Services (NHDES) Dredge and Fill Permit application and that the wetland impacts would be large enough to meet the criteria of a "major" project (greater than 20,000 square feet of wetland impact).

TSA will prepare the wetland permit application and supporting documentation (includes project description and need, alternatives analysis, construction sequence, project plans and maps, photographs, abutting property owner information, and endangered species data). It is assumed that Jacobs will provide the project plans and engineering-related information, including the project description and construction sequence. TSA will notify abutting property owners in accordance with NHDES requirements.

*Wetland Delineation and Permitting
ODALS, Runway 15 Extension, and PAPI Regrade
Skyhaven Airport
Rochester, New Hampshire*

TSA will provide a draft of the application to Jacobs and the Pease Development Authority (PDA) prior to submittal to NHDES. TSA will address comments on the application from the PDA and NHDES, with support from Jacobs.

It is assumed that the proposed wetland impacts will be covered under the existing mitigation agreement for Skyhaven Airport and that additional wetland mitigation will not be required.

It is assumed that the project will be covered under the ACOE New Hampshire Programmatic General Permit and that a separate permit application to the ACOE will not be required. TSA will coordinate with the ACOE on this issue and will prepare a memo to the ACOE that describes the project and why it meets the criteria for a Programmatic General Permit.

Task 3 – Alteration of Terrain Permit

It is assumed that the project will require an Alteration of Terrain (AoT) Permit from the NHDES since there will be more than 100,000 feet of disturbance. TSA will prepare the AoT permit application for submittal to NHDES. It is assumed that the following information, if applicable, will be provided by Jacobs:

- Project narrative with a summary table of the peak discharge rate for the off-site discharge points;
- Groundwater recharge volume calculations;
- BMP worksheets (one worksheet for each treatment system);
- Drainage analysis;
- Riprap apron or other energy dissipation or stability calculations;
- Infiltration feasibility report;
- Design plans;
- Pre and post-development soil plans; and
- Pre and post-development drainage area plans.

The drainage report and plans for the AoT permit application need to be stamped by a Professional Engineer (P.E.).

TSA will provide a draft of the application to PDA prior to submittal to NHDES. TSA will address comments on the application from PDA and NHDES, with support from Jacobs.

Task 4 – Local Permitting

TSA will prepare a draft Stormwater Management and Erosion Control Permit Application for submission to the City of Rochester. It is assumed that the application will be finalized by the contractor during the construction phase since a copy of the Stormwater Pollution Prevention Plan (SWPPP) and the contractor's contact information is required as part of the application. Jacobs will coordinate the final application effort with the contractor.

*Wetland Delineation and Permitting
ODALS, Runway 15 Extension, and PAPI Regrade
Skyhaven Airport
Rochester, New Hampshire*

TSA will prepare the draft Stormwater Management and Erosion Control Permit Application using information provided by Jacobs, including drainage calculations, design plans, and areas of impact/impervious surfaces.

TSA will coordinate as needed with the Rochester Conservation Commission. Preparation for and attendance at one Conservation Commission Meeting is included.

Task 5 – Meetings and Coordination

TSA will prepare for and attend up to two meetings with NHDES to discuss permitting requirements. TSA will also prepare for and attend one Natural Resource Agency Meeting at the NH Department of Transportation.

TSA will coordinate with NHDES and Jacobs as necessary during the project.

Task 6 – Runway 15 Extension Delineation (Optional Task)

TSA will field delineate wetlands (“Wetlands A, B, and F”) within the limits of the proposed Runway 15 Extension (as shown on the attached plan). Wetlands will be delineated in accordance with the US Army Corps of Engineers (ACOE) 1987 Methodology and the ACOE Regional Supplement. Individually-labeled flags will be placed in the field to designate the wetland boundaries. Representative photographs of the wetlands will be taken during the field delineation and a field sketch map will be prepared. It is assumed that the wetland delineation flags will be surveyed by others. ACOE field data forms and a wetland functional assessment will be completed. Wetlands will be classified in accordance with the US Fish and Wildlife Service Manual *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al., 1979).

A summary of the wetlands delineated will be included in the Wetland Delineation Memo to be prepared under Task 1. Attachments relating to the wetlands near Runway 15 (photographs, ACOE field data forms, and wetland functional assessment forms) will be included.

Task 7 – PAPI Regrade Delineation (Optional Task)

TSA will field delineate wetlands (“Wetland D”) within the limits of the proposed PAPI Regrade (as shown on the attached plan). Wetlands will be delineated in accordance with the US Army Corps of Engineers (ACOE) 1987 Methodology and the ACOE Regional Supplement. Individually-labeled flags will be placed in the field to designate the wetland boundaries. Representative photographs of the wetlands will be taken during the field delineation and a field sketch map will be prepared. It is assumed that the wetland delineation flags will be surveyed by others. ACOE field data forms and a wetland functional assessment will be completed. Wetlands will be classified in accordance with the US Fish and Wildlife Service Manual *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al., 1979).

A summary of the wetlands delineated will be included in the Wetland Delineation Memo to be prepared under Task 1. Attachments relating to the wetlands near the PAPI Regrade

*Wetland Delineation and Permitting
ODALS, Runway 15 Extension, and PAPI Regrade
Skyhaven Airport
Rochester, New Hampshire*

(photographs, ACOE field data forms, and wetland functional assessment forms) will be included.

Assumptions:

- Since the project will involve more than one acre of disturbance, a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) will be required. It is assumed that a SWPPP will be prepared and Notice of Intent for coverage under the CGP will be submitted during the next phase of the project, once a contractor has been selected.
- No permitting fees are included in the cost estimate, since it is assumed that the fee will be paid directly by the client.
- The wetland impacts will be less than 3 acres and will be covered under the ACOE Programmatic General Permit. If the project meets the criteria of a major impact project (greater than 20,000 square feet of wetland impact), written authorization from the ACOE is required. Written authorization is generally received approximately 1 month after the NHDES Dredge and Fill Permit is issued. It is assumed that a separate application to the ACOE will not be required.
- Engineering-related information required for the AoT and Wetland permit applications will be provided by Jacobs. The drainage report and design plans will be stamped by a Jacobs P.E.
- Historic and archaeological coordination and surveys will be completed by others.

Cost Estimate

Tasks 1 to 4 – ODALS Delineation & Permitting for All Projects

Task 1 – Wetland Delineation and Data Collection	\$3,067
Task 2 – NHDES Dredge and Fill Permit	\$7,745
Task 3 – Alteration of Terrain Permit	\$2,969
Task 4 – Local Permitting	\$2,452
Task 5 – Meetings and Coordination	\$3,933
Total Labor	\$20,166
Expenses	\$971
Total Cost	\$21,137

Task 6 – Runway 15 Extension Delineation

Task 5 – Wetland Delineation	\$1,202.24
Expenses	\$57.45
Total Cost	\$1,259.69

Task 7 – PAPI Regrade Delineation

Task 6 – Wetland Delineation	\$828.18
Expenses	\$57.45
Total Cost	\$885.63

Back-up spreadsheets for the above cost estimates are attached.

The Smart Associates
Environmental Consultants, Inc.

Professional Opinion of Cost for:
 Skyhaven Airport - ODALS Delineation and Permitting
 TSA job #P12029

Prepared: 10/22/2012

Project Staffing								
Task	Senior Env. Sci.	Resource Manager	Wetland Sci. II	Wetland Sci. /Env. Sci. II	Env. Sci. I	CADD	Proj. Coordinator	Clerical
Task 1 - Wetland Delineation and Data Collection								
1.1 - T&E Coordination (NHNHB, USFWS)			2					
1.2 - Delineate wetlands			10					
1.3 - Delineation data forms, functional assessment, wetland classification			6					
1.3 - Prepare summary memo	0.5	2	8				2	
Subtotal Task 1	0.5	2	26	0	0	0	2	0
\$\$\$	115.65	320.26	2431.38	0.00	0.00	0.00	199.27	0.00
Task 2 - NHDES Dredge and Fill Permit								
2.1 - Prepare application	1	3	40		4	4		
2.2 - Abutters list and notification			4		10			
2.3 - Address comments		1	8					
2.4 - Coordinate with ACOE, prepare memo		1	6					
Subtotal Task 2	1	5	58	0	14	4	0	0
\$\$\$	231.30	800.64	5423.84	0.00	915.64	374.06	0.00	0.00
Task 3 - AoT Permit								
3.1 - Prepare application		2	16		6	4	2	
3.2 - Address comments			2					
Subtotal Task 3	0	2	18	0	6	4	2	0
\$\$\$	0.00	320.26	1683.26	0.00	392.42	374.06	199.27	0.00
Task 4 - Local Permitting								
4.1 - Assist with Stormwater Management and Erosion Control Permit Application (assume draft application to be finalized during construction phase)		2	10		4			
4.2 - Conservation Commission Meeting (assume 1)			6					
4.3 - Coordination with Conservation Commission			4					
Subtotal Task 4	0	2	20	0	4	0	0	0
\$\$\$	0.00	320.26	1870.29	0.00	261.61	0.00	0.00	0.00
Task 5 - Meetings and Coordination								
5.1 - Meetings with resource agencies (assume 2)		4	4					
5.2 - NHDOT Natural Resource Agency Meeting (assume 1)			4					
5.3 - Coordination with resource agencies			8					
5.4 - Coordination with Jacobs			10				2	
5.5 - Project management, scope and cost preparation	0.5	1	2				2	
Subtotal Task 5	0.5	5	28	0	0	0	4	0
\$\$\$	115.65	800.64	2618.41	0.00	0.00	0.00	398.54	0.00
Total Staff Labor	2	16	150	0	24	8	8	0
\$\$\$	462.59	2562.04	14027.18	0.00	1569.68	748.12	797.08	0.00

The Smart Associates
Environmental Consultants, Inc.

Professional Opinion of Cost for:
 Skyhaven Airport - ODALS Delineation and Permitting
 TSA job #P12029

Prepared: 10/22/2012

Professional Opinion of Cost	Rates	Hours	Cost
Senior Environmental Scientist	\$ 65.00	2	\$130.00
Resource Manager/Hydrogeologist	\$ 45.00	16	\$720.00
Wetland Scientist II	\$ 26.28	150	\$3,942.00
Wetland/Environmental Scientist II	\$ 26.28	0	\$0.00
Environmental Scientist I	\$ 18.38	24	\$441.12
Environmental Scientist I/CADD	\$ 26.28	8	\$210.24
Project Coordinator	\$ 28.00	8	\$224.00
Clerical	\$ 18.38	0	\$0.00
		Subtotal Labor	\$5,667.36
		OH 223.49%	\$12,665.98
		Subtotal Labor & OH	\$18,333.34
		Fixed Fee 10%	\$1,833.33
Total Labor			\$20,166.68
Expenses:	Travel	\$ 111.00	
	Printing	\$ 465.00	
	Reports/maps	\$ 50.00	
	Postage	\$ 330.00	
	Photographs	\$ -	
	Communications	\$ -	
	Field equipment	\$ -	
	Field supplies	\$ 15.00	
	Total Direct Expenses		\$971.00
Total			\$21,137.68

Assumptions:

TSA shall be provided 48-hour written notice of any task requiring TSA to perform on-site activities under the scope of work.
 Labor is charged at current rates at any time.
 Permitting fees are not included.

The Smart Associates
Environmental Consultants, Inc.

Professional Opinion of Cost for:
 Skyhaven Airport - Runway 15 Extension Delineation
 TSA job #P12029

Prepared: 10/23/2012

Project Staffing								
Task	Senior Env. Sci.	Resource Manager	Wetland Sci. II	Wetland Sci. /Env. Sci. II	Env. Sci. I	CADD	Proj. Coordinator	Clerical
Task 6 - Runway 15 Extension Wetland Delineation								
6.1 - Delineate wetlands			6					
6.2 - Delineation data forms, functional assessment			4					
6.3 - Prepare summary memo		0.5	2					
Subtotal Task 6	0	0.5	12	0	0	0	0	0
\$\$\$	0.00	80.06	1122.17	0.00	0.00	0.00	0.00	0.00
Total Staff Labor	0	0.5	12	0	0	0	0	0
\$\$\$	0.00	80.06	1122.17	0.00	0.00	0.00	0.00	0.00

Professional Opinion of Cost	Rates	Hours	Cost
Senior Environmental Scientist	\$ 65.00	0	\$0.00
Resource Manager/Hydrogeologist	\$ 45.00	0.5	\$22.50
Wetland Scientist II	\$ 26.28	12	\$315.36
Wetland/Environmental Scientist II	\$ 26.28	0	\$0.00
Environmental Scientist I	\$ 18.38	0	\$0.00
Environmental Scientist I/CADD	\$ 26.28	0	\$0.00
Project Coordinator	\$ 28.00	0	\$0.00
Clerical	\$ 18.38	0	\$0.00
		Subtotal Labor	\$337.86
		OH 223.49%	\$755.08
		Subtotal Labor & OH	\$1,092.94
		Fixed Fee 10%	\$109.29
Total Labor			\$1,202.24
Expenses:	Travel	\$ 49.95	
	Printing	\$ -	
	Reports/maps	\$ -	
	Postage	\$ -	
	Photographs	\$ -	
	Communications	\$ -	
	Field equipment	\$ -	
	Field supplies	\$ 7.50	
	Total Direct Expenses		\$57.45
Total			\$1,259.69

Assumptions:

TSA shall be provided 48-hour written notice of any task requiring TSA to perform on-site activities under the scope of work.
 Labor is charged at current rates at any time.

The Smart Associates
Environmental Consultants, Inc.

Professional Opinion of Cost for:
 Skyhaven Airport - PAPI Regrade Delineation
 TSA job #P12029

Prepared: 10/22/2012

Project Staffing								
Task	Senior Env. Sci.	Resource Manager	Wetland Sci. II	Wetland Sci. /Env. Sci. II	Env. Sci. I	CADD	Proj. Coordinator	Clerical
Task 7 - PAPI Regrade Delineation								
7.1 - Delineate wetlands			4					
7.2 - Delineation data forms, functional assessment			2					
7.3 - Prepare summary memo		0.5	2					
Subtotal Task 7	0	0.5	8	0	0	0	0	0
\$\$\$	0.00	80.06	748.12	0.00	0.00	0.00	0.00	0.00
Total Staff Labor	0	0.5	8	0	0	0	0	0
\$\$\$	0.00	80.06	748.12	0.00	0.00	0.00	0.00	0.00

Professional Opinion of Cost	Rates	Hours	Cost
Senior Environmental Scientist	\$ 65.00	0	\$0.00
Resource Manager/Hydrogeologist	\$ 45.00	0.5	\$22.50
Wetland Scientist II	\$ 26.28	8	\$210.24
Wetland/Environmental Scientist II	\$ 26.28	0	\$0.00
Environmental Scientist I	\$ 18.38	0	\$0.00
Environmental Scientist I/CADD	\$ 26.28	0	\$0.00
Project Coordinator	\$ 28.00	0	\$0.00
Clerical	\$ 18.38	0	\$0.00
		Subtotal Labor	\$232.74
		OH 223.49%	\$520.15
		Subtotal Labor & OH	\$752.89
		Fixed Fee 10%	\$75.29
Total Labor			\$828.18
Expenses:	Travel	\$ 49.95	
	Printing	\$ -	
	Reports/maps	\$ -	
	Postage	\$ -	
	Photographs	\$ -	
	Communications	\$ -	
	Field equipment	\$ -	
	Field supplies	\$ 7.50	
	Total Direct Expenses		\$57.45
Total			\$885.63

Assumptions:

TSA shall be provided 48-hour written notice of any task requiring TSA to perform on-site activities under the scope of work. Labor is charged at current rates at any time.

Archaeological Subconsultant Proposal

Independent Archaeological Consulting, LLC

97 Morning Street

Portsmouth, New Hampshire 03801

Phase IA Archaeological Sensitivity Assessment

Skyhaven Airport

Rochester, New Hampshire

October 22, 2012

Phase IA Archaeological Sensitivity Assessment

		#	Hourly	
Objective: Evaluate archaeological sensitivity of project area		Hours	Rate	Total Cost
Background Research	Principal Investigator	4	\$ 124.00	\$ 496.00
Background Research	Research Assistant	12	\$ 41.00	\$ 492.00
Site Inspection	Principal Investigator	6	\$ 124.00	\$ 744.00
Site Inspection	Archaeological Technician	6	\$ 38.00	\$ 228.00
Sensitivity Assessment	Principal Investigator	16	\$ 124.00	\$ 1,984.00
Report Preparation	Principal Investigator	16	\$ 124.00	\$ 1,984.00
Report Preparation	Research Assistant	8	\$ 41.00	\$ 328.00
Graphics/Report Preparation	Archaeological Technician	12	\$ 38.00	\$ 456.00
Meetings w/ NHDHR (2)	Principal Investigator	8	\$ 124.00	\$ 992.00
Miscellaneous	Supplies, film, processing, xeroxing			\$ 50.00
Mileage	360 miles x \$0.55/mile	400	\$ 0.55	\$ 220.00
Total for Phase IA Archaeological Sensitivity Assessment				\$ 7,974.00

The Phase IA scope consists of site file review at the New Hampshire Division of Historical Resources, as well as review of secondary historic sources, maps, and photographs of the project area. We also conduct a site inspection to look for landforms suitable for Native American habitation or hunting/gathering sites and Euroamerican features (mill races, cellarholes, stone walls, wells, or foundations). Our final report offers an assessment of whether archaeological resources are known or suspected to be present within the Area of Potential Effect, and whether a Phase IB intensive archaeological investigation is recommended.

Independent Archaeological Consulting, LLC
 97 Morning Street
 Portsmouth, New Hampshire 03801

Phase IB Intensive Archaeological Investigation
 Skyhaven Airport
 Rochester, New Hampshire

October 22, 2012

Phase IB Intensive Archaeological Investigation

Objective: Excavate up to 100 shovel test pits (STPs) in 5 locations; fieldwork to take 5 days		# Hours	Hourly Rate	Total Cost
Phase IB Fieldwork	Principal Investigator	20	\$ 124.00	\$ 2,480.00
Phase IB Fieldwork	Field Supervisor	40	\$ 48.00	\$ 1,920.00
Phase IB Fieldwork	Archaeological Technicians (3)	120	\$ 38.00	\$ 4,560.00
Labwork/Analysis	Laboratory Analyst	48	\$ 41.00	\$ 1,968.00
Labwork/Analysis	Archaeological Technician	8	\$ 38.00	\$ 304.00
Report Preparation	Principal Investigator	20	\$ 124.00	\$ 2,480.00
Report Preparation	Field Supervisor	40	\$ 48.00	\$ 1,920.00
Report Preparation	Research Assistant/Editor	5	\$ 41.00	\$ 205.00
Graphics Preparation	Archaeological Technician	16	\$ 37.00	\$ 592.00
Meetings w/ NHDHR (2)	Principal Investigator	8	\$ 124.00	\$ 992.00
Miscellaneous	Supplies, film, processing, xeroxing	5	\$ 30.00	\$ 150.00
Mileage		1400	\$ 0.55	\$ 700.00
Total for Phase IB Intensive Archaeological Investigation				\$ 18,271.00

Assumptions

STPs are 0.5 m x 0.5 m square and are hand excavated to sterile subsoil
 Teams of two can excavate 10-12 STPs per day, depending on ground conditions
 Fieldwork will take place over the course of 5 days
 Field supervisor will be present on site for all 5 days
 Principal Investigator will be on site 1/2 days to review progress
 Labwork consists of those tasks pertaining to the washing, cataloging, and analyzing artifacts.
 Labwork also covers the downloading and labeling of project photos, the collection and review of notes from fieldwork (STP forms, TU strat forms, profile drawings, site maps, and daily logs).
 Report production generally requires the same number of hours as for fieldwork for each of the PI and Field Supervisor.

AGIS Survey:

Aerial Mapping

Ground Survey



Corporate
Headquarters:
Colorado Springs
Colorado

Ann Arbor
Michigan

Charlotte
North Carolina

Pelham
New York

Portland
Oregon

Abu Dhabi
UAE

November 26, 2012

Mr. Heath Marsden
Jacobs
Two Executive Park Drive
Bedford, NH 03110

Re: Skyhaven Airport, Rochester NH (KDAW) – Airport Aerial Mapping Proposal

Dear Mr. Marsden:

Sanborn will perform Aeronautical Aerial Surveying services for runway 15/33 at Skyhaven Airport NH. The Airport Aerial Mapping to be conducted will conform to FAA Advisory Circulars 150/5300-17C and 18B. Sanborn will acquire leaf on aerial imagery, develop obstruction mapping and color orthophotography imagery and perform airspace analysis of the following surfaces:

2.7.1.1.1. Vertically Guided Runway Primary Surface (VGRPS).

A 1,000-foot wide rectangular surface (500 feet either side of runway centerline) longitudinally centered on the runway centerline. The VGRPS also extends 200 feet beyond each runway end. The surface elevation of any point within the VGRPS is the same as the runway centerline elevation beam at the selected point (follows the runway centerline contour). The elevation of any point within the 200 foot VGRPS extension areas are equal to the runway end elevation on the side to which the extension applies.

2.7.1.1.2. Vertically Guided Primary Connection Surface (VGPCS).

The VGPCS is a set of 500 foot wide lateral extensions of the VGRPS surface (one on each side of the runway) and is used to connect the VGRPS with the Vertically Guided Approach Transitional Surface (VGATS). The VGPCS starts along the outer edges of the VGRPS surface, and extends out laterally 500 feet. The VGPCS also extends 200 feet beyond each runway end. The surface elevation of any point within the VGPCS is the same as the runway centerline elevation abeam the selected point (follows the runway centerline contour). The elevation of any point within the 200 foot VGPCS extension areas is equal to the runway end elevation on the side to which the extension applies.

2.7.1.1.3. Vertically Guided Approach Surface (VGAS).

The VGAS is a 40:1 (2.5%) sloping surface that is longitudinally centered on the extended runway centerline. It begins at the runway end, and extends outward towards the final approach course for a total horizontal distance of 20,200 feet. The surface is 2,000 feet wide (1000 feet either side of centerline) at the runway end, and expands to a width of 8,000 feet at 10,200 feet from runway end. From 10,200 to 20,200 feet from the runway end, the surface is 8,000 feet wide (4,000 feet either side) and parallel to the runway centerline extended. The surface begins at the runway end elevation and rises towards the final approach course for a total of 505 feet. This surface overlaps the VGRPS and VGPCS surfaces for 200 feet.

November 26, 2012

Re: Skyhaven Airport, Rochester NH (KDAW) – Airport Aerial Mapping Proposal

2.7.1.1.4. Vertically Guided Protection Surface (VGPS).

The VGPS is a 62.5:1 sloping surface longitudinally centered on the runway centerline extended. The surface begins at the runway end and extends outward towards the final approach course for a distance of 6,000 feet. The surface is 400 feet wide at the runway end (200 feet either side of centerline) and expands to a final width of 1217.6 feet (608.8 feet either side of centerline). The surface begins at the runway end elevation and rises towards the final approach course for a total rise of 96 feet. This surface overlaps the VGRPS for 200 feet.

2.7.1.1.5. Vertically Guided Approach Transitional Surface (VGATS).

The VGATS is a 3,000 foot wide, 20:1 (5%) sloping surface that extends outward from the outer edges of the VGPCS (from runway end to runway end) and along the VGAS tapered boundary, to a point 4,000 feet abeam the runway centerline. The VGATS surface starts at the airport elevation along the VGPCS/VGATS edge (or imaginary extended edge for tapered area), and rises 150 feet above airport elevation abeam the runway centerline.

2.7.1.1.6. Vertically Guided Horizontal Surface (VGHS).

The VGHS is a horizontal plane established 150 feet above the established airport elevation; construct the perimeter of the VGHS by scribing 10,000-foot arcs from the center of each end of the VGRPS. Use tangential lines to connect the arcs and complete the identification area.

2.7.1.1.7. Vertically Guided Conical Surface (VGCS).

The VGCS is a sloping surface, extending upward and outward from the outer limits of the VGHS for a horizontal distance of 7,000 feet. The slope of the VGCS is 20:1 (5%) measured in the vertical plane. At the outer edge of the surface, the elevation of the VGCS is 500 feet above the airport elevation.

Scope of Work

Aerial Photography

Upon FAA approval of the Imagery Plan submittal, Sanborn will acquire 15 cm (0.5') resolution leaf-on color aerial imagery of the OIS area that includes out to the Conical Surface and Vertically Guided Approach Surface of runway 15/33. The leaf on aerial imagery will be acquired at a 60% forward overlap and a 30% side overlap.

Ground Control Surveying

Jacobs will provide Sanborn with all of the ground control surveying data including the fifteen (15) photo control points, five (5) imagery check points, two runway threshold positions, runway 15 extension position and runway centerline profile referenced to the NH State Plane Coordinate System, NAD 83/2011, and NAVD 88 in the US Survey Foot.

Analytical Aerial Triangulation

Upon completion of the aerial photography acquisition and upon receipt of the ground control surveying coordinate values and descriptions, Sanborn will complete the analytical aerial triangulation constrained to the ground control surveyed points.

AP Acquisition Report

Upon completion of the Analytical Aerial Triangulation, Sanborn will submit the AP Acquisition Report to Jacobs on hard drive for their submittal to the FAA.

November 26, 2012

Re: Skyhaven Airport, Rochester NH (KDAW) – Airport Aerial Mapping Proposal

Airport Obstruction Mapping

Upon FAA approval of the AP Acquisition Report submittal, Sanborn will develop obstruction mapping of the Vertically Guided Approach Surfaces for runway 15/33. The obstruction mapping will consist of identifying, locating and stereoscopically measuring the top most visible object that penetrates the imaginary surfaces.

Airport Planimetric Mapping

Within the VGRPS, VGPCS, VGATS and VGPS imaginary surfaces, the following airport planimetric Features Groups that are visible and identifiable on the aerial imagery will be capture at the scale of 1"=200'.

5.4 Airfield

5.5 Airspace

5.9 Man Made Structures

5.13 Surface Transportation

5.14 Utility (visible surface and above ground utility features. Some utility features cannot be correctly identified to the Layer/Level and Description specified in 5.14.

Orthophotography Grade DEM Mapping

Sanborn will stereoscopically capture an ortho grade Digital Elevation Model (DEM) of the imaginary surfaces out to the VGAS and VGCS limits. The DEM will consist of 3D points and breaklines and utilizing in the color orthophotography rectification process.

Airport Airspace Analysis

Once the Airport Obstruction Mapping has been collected, Sanborn will perform an airspace analysis of runway 15/33 in compliance with 18B specifications and guidelines.

Color Orthophotography

Upon completion of the planimetric and DEM collection task, Sanborn will develop 15 cm/0.5 foot resolution color orthophotography covering the OIS project area.

Schedule

Sanborn will acquire the leaf-on aerial photography in 2012 and complete the airspace analysis, planimetric and orthophoto mapping within four months of the FAA approval of the AP Acquisition Report.

Deliverables

Sanborn will deliver the Imagery Plan, AP Acquisition Report, planimetric base mapping, airspace analysis and color ortho imagery. The airport vector mapping will be delivered in ESRI shapefile format and the color ortho imagery will be delivered in geo-referenced uncompressed TIF format.

Price

Sanborn's price to perform the above Airport Airspace Analysis aerial surveying services will be \$39,750.00 and separated into the following three major tasks.

1. Aerial Photography Acquisition \$14,000.00
2. Aerial Mapping and Airspace Analysis \$21,750.00
3. Color Orthophotography \$4,000.00

Mr. Marsden

Page 4 of 4

November 26, 2012

Re: Skyhaven Airport, Rochester NH (KDAW) – Airport Aerial Mapping Proposal

Should you have any questions, please contact me.

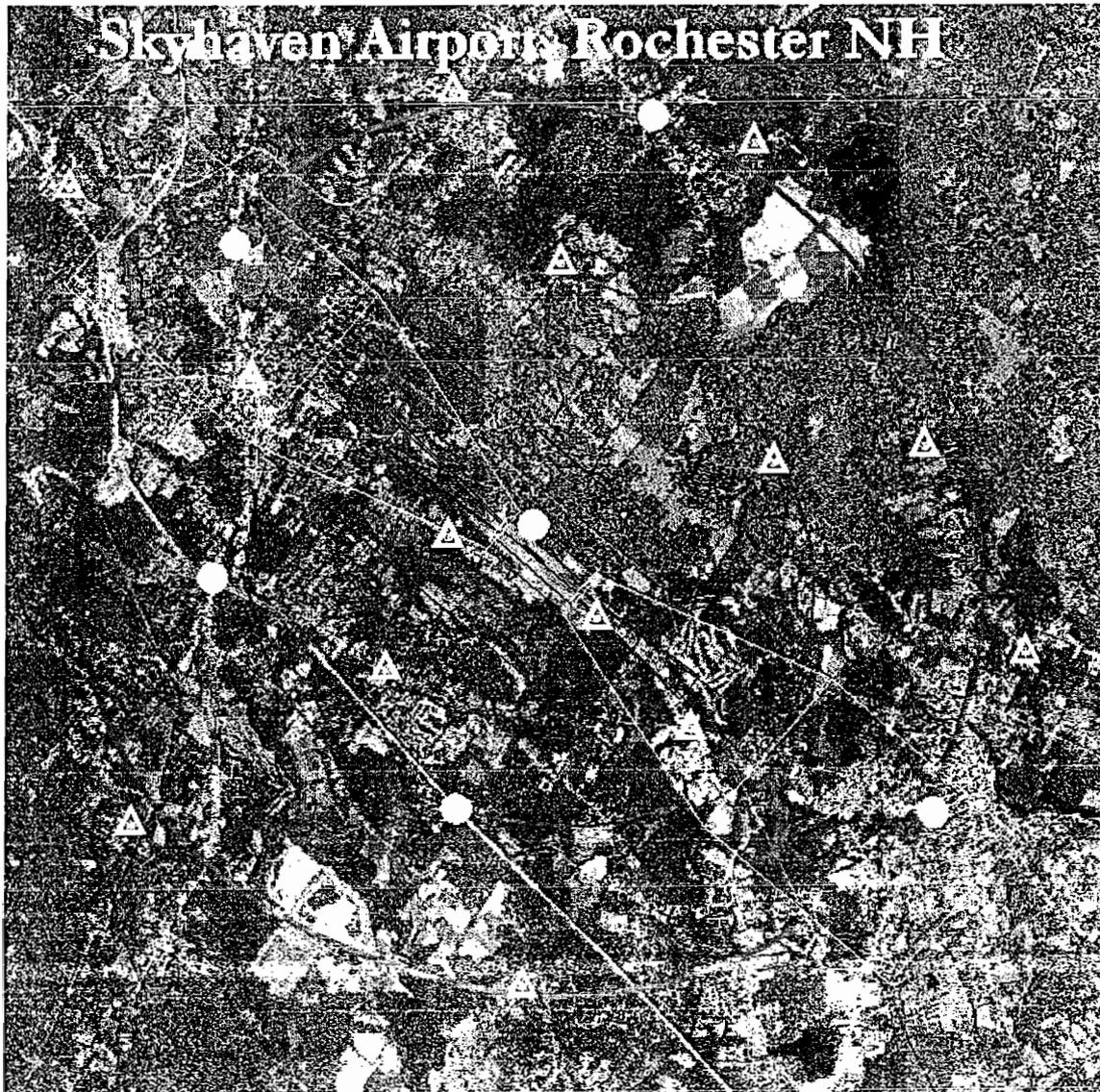
Sincerely,

SANBORN



Gary Eaton
704-340-3865

Preliminary Aerial Imagery Plan and Control Diagram



Joseph M. Wichert

LLS, INC.



LAND SURVEYOR & SEPTIC SYSTEM DESIGNER

5 December 2012

Mr. John Gorham, PE, Project Manager
Jacobs Engineering
Two Executive Park
Bedford, New Hampshire 03110

BOUNDARY
SURVEYS

Dear Mr. Gorham:

RE: SURVEY WORK AT SKYHAVEN AIRPORT, ROCHESTER, NH – TASK 2

SUBDIVISIONS

This letter is a summary of our estimated charges for the phase 2 requested survey work at the above listed address as specified in your November 26 letter to me. I estimate our charges for the survey work will be **\$18,850**.

ALTA/ACSM
TITLE SURVEYS

For the purposes of this estimate, the costs for the individual tasks as specified in your November 26 letter are broken down as shown below:

TOPOGRAPHIC
SURVEYS

- Task A.1 = \$550
- Task A.2 = \$800
- Task B.1 = \$125
- Task B.2 = \$500
- Tasks C.1.a & b = \$10,400
- Task C.1.c = \$0 – Part of original scope of work (task 1)
- Task C.1.d = \$370
- Task C.1.e = \$500
- Tasks C.1. f & g = \$650
- Task C.1.h = \$675 (to locate beacon only as other 2 points are part of task 1)
- Task D = \$1,100
- Task E = \$225
- Task F = \$225
- Task G = \$1,300
- Task H = \$500
- Sub Total = \$17,920 + 5% (for mileage, contingencies) = \$18,816 use \$18,850

CONDOMINIUM
CONVERSIONS

GPS
SURVEYS

These prices assume that the work is done in conjunction with the original scope of work that we submitted a price for on 26 October 2012.

SEPTIC
DESIGNS

As you are aware, we have done other similar projects for your firm and I would be happy to provide you or the client with a list of other references and comparable projects already completed, if you wish. Thank you for allowing us to provide you with this estimate and I look forward to working with you on this project.

Sincerely,

Joseph M. Wichert, Pres.
Joseph M. Wichert, L.L.S., Inc.

802 Amherst Street
Manchester, NH 03104

603.647.4282

FAX: 603.623.1910

EMAIL: inquire1@jmwlls.com

WEB: www.jmwlls.com

SKYHAVEN AIRPORT – RUNWAY 15-33 RECONSTRUCTION PROJECT

GRANT APPLICATION SBG 15-04-2012

INTERGOVERNMENTAL REVIEW DOCUMENTS

Please mail the completed form and required material to:

Cultural Resources Staff
Bureau of Environment
NH Department of Transportation
7 Hazen Drive
Concord, NH 03302

RECEIVED
FEB 01 2013

DHR Use Only	
R&C#	4534
Log In Date	___/___/___
Response Date	___/___/___
Sent Date	___/___/___

**Request for Project Review by the
New Hampshire Division of Historical Resources
for Transportation Projects**

- This is a new submittal.
- This is additional information relating to DHR Review and Compliance (R&C)#:

GENERAL PROJECT INFORMATION
DOT Project Name & Number Runway 15-33 Reconstruction - Design Only (SBG 15-04-2012)
Brief Descriptive Project Title Runway 15-33 Reconstruction, Extend Runway 15 by 200' and Install Runway 33 Approach Lighting
Project Location Skyhaven Airport
City/Town Rochester, NH
Lead Federal Agency and Contact (if applicable) FAA. Contact is at NHDOT Carol Niewola, CM, PE. (Agency providing funds, licenses, or permits) Permit Type and Permit or Job Reference # NH SBG 15-04-2012
DOT Environmental Manager (if applicable)
PROJECT SPONSOR INFORMATION
Project Sponsor Name Pease Development Authority
Mailing Address 55 International Drive Phone Number 603.433.6088
City Portsmouth State NH Zip 03801 Email m.stowell@peasedev.org
CONTACT PERSON TO RECEIVE RESPONSE
Name/Company Pease Development Authority
Mailing Address 55 International Drive Phone Number 6034336088
City Portsmouth State NH Zip 03801 Email m.stowell@peasedev.org

Thank you

This form is updated periodically. Please download the current form at <http://www.nh.gov/DHR/review>. Please refer to the Request for Project Review for Transportation Projects Instructions for direction on completing this form. Submit one copy of this project review form for each project for which review is requested. Include a self-addressed stamped envelope to expedite review response. Project submissions will not be accepted via facsimile or e-mail. This form is required. Review request form must be complete for review to begin. Incomplete forms will be sent back to the applicant without comment. Please be aware that this form may only initiate consultation. For some projects, additional information will be needed to complete the Section 106 review. All items and supporting documentation submitted with a review request, including photographs and publications, will be retained by the DHR as part of its review records. Items to be kept confidential should be clearly identified. For questions regarding the DHR review process and the DHR's role in it, please visit our website at: <http://www.nh.gov/nhdhr/review> or contact the R&C Specialist at christina.st.louis@dcr.nh.gov or 603.271.3558.

PROJECTS CANNOT BE PROCESSED WITHOUT THIS INFORMATION

Project Boundaries and Description

- Attach the relevant portion of a 7.5' USGS Map (photocopied or computer-generated) *indicating the proposed area of potential effect (APE)*. (See RPR for Transportation Projects Instructions and R&C FAQs for guidance. Note that the APE is subject to approval by lead federal agency and SHPO.)
- Attach a detailed narrative description of the proposed project.
- Attach current engineering plans with tax parcel, landscape, and building references, and areas of proposed excavation, if available.
- Attach photos of the project area/APE with photo key (overview of project location and area adjacent to project location, and specific areas of proposed impacts and disturbances.) (Blank photo logs are available on the DHR website. Informative photo captions can be used in place of a photo log.)
- A DHR file review must be conducted to identify properties within or adjacent to the APE. Provide file review results in Table 1. (Blank table forms are available on the DHR website.)
File review conducted on 11/14/2012.*

**The DHR recommends that all survey/National Register nomination forms and their Determination of Eligibility (green) sheets are copied for your use in project development.*

Architecture

Are there any buildings, structures (bridges, walls, culverts, etc.) objects, districts or landscapes within the APE? Yes No

If no, skip to Archaeology section. If yes, submit all of the following information:

- Attach completed Table 2.
- Photographs of *each* resource or streetscape located within the APE. Add to the photo key and photo log noted above. (Digital photographs are accepted. All photographs must be clear, crisp and focused.)
- Copies of National Register boundary (listed or eligible) mapping, and add National Register boundary for listed and eligible properties to the 7.5' USGS project map (if applicable).

Archaeology

Does the proposed undertaking involve ground-disturbing activity? Yes No

If yes, submit all of the following information:

- Description of current and previous land use and disturbances.
- Available information concerning known or suspected archaeological resources within the project area (such as cellar holes, wells, foundations, dams, etc.)

Please note that for many projects an architectural and/or archaeological survey or other additional information may be needed to complete the Section 106 process.

AGENCY COMMENT

This Space for DOT and Division of Historical Resources Use Only

Sent to DHR; Authorized DOT Signature: _____ Date: _____

Insufficient information to initiate review.

Additional information is needed in order to complete review.

Comments: *Per information provided at 2/1/13 CE meeting it appears that while >50 yrs Skyhaven Airport has lost integrity in buildings structures & runway alignment. As runway alignment/configuration has been extensively deleted previously it appears that this project would not impact a historic resource. Recommend finding of No Historic Properties Affected.*

**Note* Any future projects that involve physical impacts to buildings or structures >50 yrs of age should involve confirming the above assumption. If plans change or resources are discovered in the course of this project, you must contact the Division of Historical Resources as required by federal law and regulation.*

Authorized DHR Signature: *Laura J Black*

Date: *2/7/13*



MARGARET WOOD HASSAN
GOVERNOR

STATE OF NEW HAMPSHIRE
OFFICE OF ENERGY AND PLANNING
107 Pleasant Street, Johnson Hall
Concord, NH 03301-3834
Telephone: (603) 271-2155
Fax: (603) 271-2615



www.nh.gov/oep

NEW HAMPSHIRE INTERGOVERNMENTAL REVIEW PROCESS

ACKNOWLEDGMENT

To: John W. Gorham, P.E.
Jacobs Engineering Group, Inc.
2 Executive Park Drive
Bedford, NH 03110

Date Received: 2/22/2013

SAI Number: NH130222.021

Suspense Date: 3/24/2013

Funding Agency: U.S. Department of
Transportation

Applicant: Pease Development Authority

Program Name: Airport Improvement
Program

Project: Reconstruct Runway 15-33
(Design and Permitting)

CFDA Number: 20-106

This office has received your Intergovernmental Review request, subject as above. This letter is for your information only and requires no further action.

Your request is assigned a State Application Identifier Number (SAI Number) shown above. In future correspondence, please refer to the SAI Number.

A summary of the results will be issued upon completion of the review process on or before the suspense date shown above. Should it be necessary to grant more time for review, you will be advised.

Sincerely,

Wendy Gilman
Grants and Compliance Officer

Attachment: "Request for Review," for your information



MARGARET WOOD HASSAN
GOVERNOR

STATE OF NEW HAMPSHIRE
OFFICE OF ENERGY AND PLANNING
107 Pleasant Street, Johnson Hall
Concord, NH 03301-3834
Telephone: (603) 271-2155
Fax: (603) 271-2615



www.nh.gov/oeep

NEW HAMPSHIRE INTERGOVERNMENTAL REVIEW PROCESS
SINGLE POINT OF CONTACT
REQUEST FOR REVIEW

Strafford Regional Planning Commission
Department of Environmental Services
Department of Transportation, Bureau of Aeronautics

Date: 2/25/2013
SAI No.: NH130222.021
Applicant: Pease Development Authority
Project: Reconstruct Runway 15-33 (Design and Permitting)
Airport Improvement Program
U.S. Department of Transportation
CFDA No: 20-106

Return Before: 3/19/2013

The attached **Federal Assistance** request is forwarded for your review and comments. The review should focus on the project's compatibility with the plans, programs and objectives of your agency.

For additional information regarding this application, contact: John W. Gorham, P.E.,
Jacobs Engineering Group, Inc.
603-666-7181

If you have questions about the NH Intergovernmental Review Process, please contact Wendy Gilman, Grants and Compliance Officer, at 271-2155.

It is important that the original copy of this review be returned to this office prior to the date shown above:
Non-Receipt of the review implies tacit concurrence.

Comments: Check One - Additional Comments should be included on a separate sheet.

Concur **Concur, Permits Required (List: _____)**

Concur Only with conditions (Indicate major reservations about the project and the specific substantive changes or modifications desired.)

Do not Concur (Summarize the major defensible reasons for recommended disapproval including documentation or references to plans, statutes, etc.)

Technical Comments (Although the reviewer may not wish to take a formal position, technical comments may be attached.)

No Comment

PLEASE RETURN THIS TOP SHEET ONLY

Reviewer's Signature: _____ **Date:** _____

Reviewer's Name: _____ **Title:** _____

COPY
Please Type or Print



United States Department of the Interior



FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5087
<http://www.fws.gov/newengland>

March 25, 2013

Reference: Project Location
 Airport runway reconstruction Rochester, NH

Mr. John Gorham
Jacobs
Two Executive Park Drive
Bedford, NH 03110

RECEIVED

MAR 27 2013

Jacobs

Dear Mr. Gorham:

This responds to your recent correspondence requesting information on the presence of federally listed and/or proposed endangered or threatened species in relation to the proposed activity referenced above. These comments are provided in accordance with the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531, *et seq.*).

Based on information currently available to us, no federally listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area. Preparation of a Biological Assessment or further consultation with us under section 7 of the Endangered Species Act is not required. No further Endangered Species Act coordination is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

To obtain updated lists of federally listed or proposed threatened or endangered species and critical habitats, it is not necessary to contact this office. Instead, please visit the Endangered Species Consultation page on the New England Field Office's website:

www.fws.gov/newengland/endangeredspec-consultation.htm (accessed January 2013)

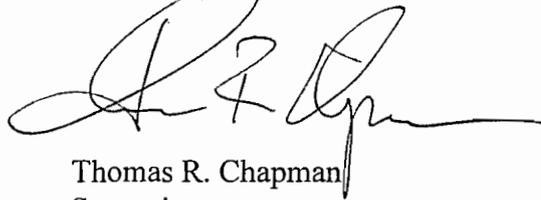
On the website, there is also a link to procedures that may allow you to conclude if habitat for a listed species is present in the project area. If no such habitat exists, then no federally listed species are present in the project area and there is no need to contact us for further consultation. If the above conclusion cannot be reached, further consultation with this office is advised. Information describing the nature and location of the proposed activity that should be provided to us for further informal consultation can be found at the above-referenced site.

Mr. John Gorham
March 25, 2013

2

Thank you for your coordination. Please contact Brett Hillman of this office at 603-223-2541, extension 34, if we can be of further assistance.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'T. R. Chapman', with a long horizontal flourish extending to the right.

Thomas R. Chapman
Supervisor
New England Field Office

SKYHAVEN AIRPORT – RUNWAY 15-33 RECONSTRUCTION PROJECT

GRANT APPLICATION SBG 15-04-2012

EXHIBIT A

