



Evansville Regional Airport

Draft Working Paper #8

Airport Master Plan Update

Capital Improvement Plan

October 2025

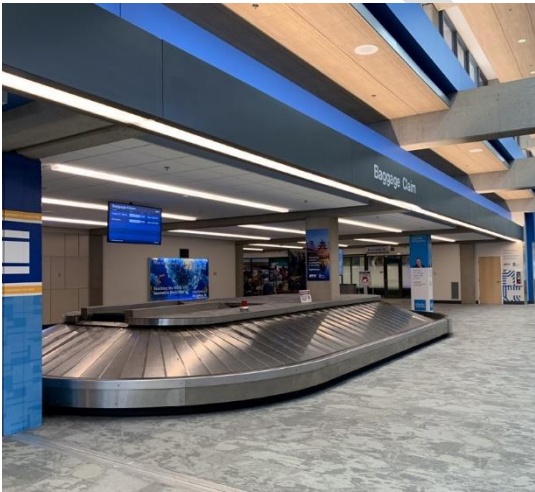


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8 CAPITAL IMPROVEMENT PLAN AND FINANCIAL ANALYSIS

The Capital Improvement Plan (‘CIP’) and Financial Analysis chapter (‘Report’) presented herein evaluates the recommendations presented in the Master Plan Update (‘MPU’) and the resulting preliminary rough order of magnitude (ROM) costs, implementation/phasing, and potential funding sources available to fund the projects. The information presented in this chapter provides guidance for the Evansville-Vanderburgh Airport Authority District (‘EVAAD’ or the ‘the Authority’) to support future decision making regarding the future development of the Evansville Regional Airport (EVR or ‘the Airport’). In addition, the resulting CIP can supplement the Airports Capital Improvement Plan (ACIP) submitted to the Federal Aviation Administration (FAA) and the Indiana Department of Transportation (INDOT) to aid in stakeholder coordination efforts on the future airport development initiatives and funding requirements.

Information used to generate this chapter was based on information, data, and financial conditions that existed at the Airport as of September 2025, which included the ACIP, Fiscal Year (FY)¹ 2026 – 2031 Budget, airline use and lease agreements, and FY 2022 and 2023 Audit Report.

Projects included in the CIP and created as part of the MPU are necessary to increase or improve the capacity, efficiency, and safety of the Airport and to accommodate future demand through the 20-year planning horizon (FY 2043). The CIP was developed in coordination with the Airport and Airport Authority with input from the Airport’s various stakeholders. A preliminary evaluation of affordability and timing of the recommended development plan with respect to the Airport’s revenues and expenses was undertaken. In certain circumstances, some projects were pushed outside the planning horizon due to demand and/or funding availability.

It is important to note that the CIP included herein does not represent all the Airport’s development initiatives and/or requirements over the planning horizon. Therefore, the Authority should continue to evaluate the Airport’s operating environment and future development needs, as ongoing maintenance and rehabilitation of facilities or additional development projects outside of the CIP presented herein may be identified.

8.1 ACTIVITY FORECAST

The activity forecast was developed and completed in 2024. As such, the base year of the approved FAA forecast was 2023. The ACIP was prepared in line with the established PALs: PAL 1, PAL 2, PAL 3, and PAL 4, which correspond with planning horizon FY 2028, 2033, 2038, and 2043, respectively. **Table 8-1** presents the activity forecast used to develop the financial plan.

Table 8-1 – Planning Activity Levels (PAL)

Activity/Category	Base (2023)	PAL 1 (2028)	PAL 2 (2033)	PAL 3 (2038)	PAL 4 (2043)
Passenger Activity					
Enplanements	165,933	213,263	260,593	307,923	355,244
Aircraft Operations					
Commercial Aviation	5,973	7,158	8,459	9,905	11,325
Cargo	245	284	327	378	437
General Aviation	27,958	28,121	28,283	28,453	28,629

¹ The Evansville-Vanderburgh Airport Authority District Fiscal Year is the 12-month period ending December 31st.

Activity/Category	Base (2023)	PAL 1 (2028)	PAL 2 (2033)	PAL 3 (2038)	PAL 4 (2043)
Passenger Activity					
Enplanements	165,933	213,263	260,593	307,923	355,244
Aircraft Operations					
Military Aviation	3,425	3,425	3,425	3,425	3,425
Total Operations	36,212	37,599	39,105	40,772	42,427

Source: FAA 2023 TAF, FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2024-2044), Boeing World Air Cargo Forecast (2022), Airbus Global Market Forecast (2023), Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

As shown in the table, enplanements are forecast to grow at a compound annual growth rate (CAGR) of approximately 3.9 percent from the Base Year through PAL 4, while total operations are forecast to grow at a CAGR of approximately 0.8 percent for the same period.

8.2 CAPITAL IMPROVEMENT PLAN

All airports receiving federal Airport Improvement Program (AIP) funding are required to maintain a current ACIP with the FAA, which identifies projects to be undertaken at an airport over a specified period. The Authority’s CIP includes projects recommended in Chapter 5 of this MPU. As common with master plans or any type of long-range facility planning, the implementation of the development or improvement strategy is critical to be aligned with the goals and vision of the Authority and the Airport. Implementing a strategy that meets the needs of the existing Airport demand without compromising the ability to meet the needs of future generations is the foundation of the implementation strategy.

The CIP includes improvements to airside, terminal, landside, cargo, general aviation (GA), and support facilities deemed necessary to help meet the following goals and objectives:

- ✈ Enhance or maintain existing facility capacity or useful life
- ✈ Provide additional terminal gates to promote expanded air service
- ✈ Expand terminal processing areas to optimize capacity and passenger throughput
- ✈ Vehicular traffic improvements to relieve roadway demand and constraints
- ✈ Customer focused approach with expanded services, updated technologies, and modernized facilities
- ✈ Airside improvements to enhance aircraft circulation, safety, capacity, throughput, and delay reduction
- ✈ Airport support functions necessary to maintain the Airport or to support other airport areas

The goals and objectives established above are supported by the following MPU CIP projects:

- ✈ Installation of passenger boarding bridge (PBB) at Gate A2
- ✈ Installation of PBB at Gate A5
- ✈ Concourse B expansion (8,800 square feet) to include passenger holdroom area, concessions, and three PBB’s

- ✈ Addition of one security screening lane and associated terminal interior modifications to allow for more queuing area
- ✈ Terminal curb expansion with covered walkway
- ✈ Five-level parking garage to provide an additional 525 parking stalls; Project includes the demolition of existing economy lot parking stalls
- ✈ Two solar covered lot expansions to the northeast and southwest to provide a total of approximately 123 parking stalls
- ✈ North Economy lot expansion to the east to provide approximately 234 parking stalls; Project also includes the relocation of the cashier plaza and Bussing Drive realignment
- ✈ Satellite surface lot construction adjacent to the airport traffic control tower (ATCT) to provide approximately 182 parking stalls
- ✈ Realignment of Genot Drive to provide more developable space and to promote operational efficiency for the rental car ready and return lot
- ✈ Rental car ready and return lot expansion to provide approximately 130 covered parking stalls
- ✈ Construction of an additional rental car quick turnaround area to include a parking area and maintenance building
- ✈ Conversion of Runway 9-27 from a runway to a taxiway to include pavement reconstruction/modification and utility installation/relocation
- ✈ Relocation of the portion of Taxiway A (from Taxiway A2 to Taxiway G) to 400 feet from Runway 4-22, which will provide more developable space for the terminal area
- ✈ Construction of an interior road, utility corridor, and drainage area for the southwest side of the airport after the Taxiway C realignment to attract future development
- ✈ Construction of access road, utility corridor, and drainage improvements for the northwest side of the airport north of Runway 9-27

In addition to the MPU development initiatives described above, any anticipated airfield pavement rehabilitation or reconstruction which is likely to occur in the 20-year planning horizon have been included within the ACIP. However, any projects that are presented in the ALP that are not within the CIP are assumed to be performed and funded by other stakeholders such as a developer or tenant.

8.2.1 Implementation Plan and Phasing

The ultimate implementation plan for the CIP should follow the actual demand witnessed at the Airport through the planning horizon. Actual demand may advance or defer projects through the 20-year planning horizon. However, development recommendations made as part of MPU are tied to PALs, which provide flexibility if projects should advance past the planning stage. Ideally, projects will be planned for implementation with adequate time to accommodate demand, but not too early leading to underutilized facilities or financial pressure. To most accurately time implementation, it is necessary to continuously monitor data trends to make decisions, recognize regulatory changes or policy implications, and have organizational ability to deliver projects. For example, environmental assessments and approvals should be planned and initiated well in

advance of project implementation to reduce the likelihood of delay. Furthermore, financial implications of development decisions and stakeholder coordination should be pursued early to better identify funding opportunities.

Factors Affecting Implementation

- ✈ **Regulatory Requirements:** Additions and/or modifications to federal and state regulatory requirements governing airports can force change. Airline operating policies and procedures should also be considered to accommodate airlines and their specific operating requirements.
- ✈ **Technology Changes:** Technological changes can influence specific facility requirements (size, capacity, or configuration) and passenger expectations. This includes current trends toward self-bag tagging and automated/biometric baggage/passenger processing systems.
- ✈ **Relocation and Replacement of Aging Facilities:** The projects within the CIP include expansion of existing facilities, construction near existing facilities, and development on available areas at the Airport; therefore, detailed planning, design, and phasing plans are necessary to ensure operational impacts are limited, defined, and communicated.
- ✈ **Implementation Indicators by Development Type:**
 - **Airfield:** Primarily impacted by airfield capacity, delay, and accommodating the Airport's fleet mix.
 - **Terminal:** Implementation is a factor of passenger and aircraft operational demand, technology changes, and level of service for passengers. Terminal capacity indicators that can trigger implementation include delays to passenger processing (ticketing, baggage handling, security screening, etc.), lack of gate availability or long gate occupancy time (larger aircraft than a gate can accommodate), reduced passenger level of service (congestion, inadequate passenger services, baggage claim delays, etc.)
 - **Parking, Roadway, and Ground Transportation:** As passenger demand increases at an airport, the existing landside infrastructure may require modification and/or expansion to maintain capacity and to reduce vehicular delay. Areas in need of evaluation include parking facilities; roadways for ingress, egress, or circulation among the Airport; and ground transportation pickup locations. All modes of transportation must be analyzed such as private, public transit, shuttle, taxi, and rideshare. Furthermore, evaluation should consider transportation by passengers, employees, visitors, tenants, and the community. In addition, roadway changes within the vicinity of the airport from other entities (i.e., city, county, state) could potentially trigger the need for roadway modifications within the airport or may enhance passenger access to the airport.
 - **General Aviation:** Tenant demand is a primary indicator when additional GA facilities are warranted. Growth in based aircraft and/or hangar waiting lists can signal when additional aircraft parking is needed. In addition, fixed based operator (FBO) investments in the Airport can influence GA demand and growth.

- **Cargo:** Coordination with cargo tenants can be a primary indicator when additional cargo facilities are required based on tenants' existing capacity and forecasted demand. New development triggered by a new cargo entrant, even if paid for by the cargo tenant, may require the immediate need to plan for additional cargo facilities and supporting infrastructure such as airfield modifications and roadway network improvements. Assessment of cargo aircraft operations, fleet mix changes, or cargo tonnage can signal the need for additional cargo facilities.
- **Support Facility:** Development triggers for support facilities such as operations, maintenance, storage, ATCT, etc. can be dependent on the changing dynamic of the Airport, its operators, and other airport implementation triggers described above. If the airport begins to witness difficulty in overseeing the maintenance and/or operation of the Airport, that may be a key indicator that additional support facilities or equipment might be warranted. Inadequate support facility capacity could lead to spill over to other airport areas necessary for the operation of the Airport and the processing of passengers.
- ✈ **Financial:** Affordability and financial impacts due to airport development initiatives is a critical indicator or could be the only indicator to determine if a project should be deferred until a later date. Financial factors that can be evaluated to assist in decision making include cashflow, cost per enplaned passenger (CPE), debt capacity, debt service coverage ratio (DSCR), and impact on airline rates and charges. Routine evaluation of the Airports' financial position is recommended. If a later date is not feasible given the demand at the Airport, an alternative development scenario may need to be pursued that defers from the preferred development concept to be financially feasible.

8.3 CAPITAL PROGRAM AND COST SUMMARIES

8.3.1 Rough Order of Magnitude (ROM) Cost Estimates

An essential part of the CIP was the creation of ROM cost estimates to provide a preliminary opinion of the probable cost for each preferred recommendation alternative. ROM costs include all components necessary to complete development including environmental [i.e., National Environmental Policy Act (NEPA), Environmental Assessments, mitigation, etc.], design fees, soft costs, construction costs, and a reserve to account for any unforeseen costs or scope changes. Soft costs are a factor of the overall construction cost and include mobilization (10 percent), construction engineering services (5 percent), maintenance of traffic (5 percent), project security (1 percent), and staging (1 percent). Design/environmental services and bid/construction services each represent 10 percent of the construction cost once soft costs are allocated. Finally, a reserve of 20 percent of the anticipated construction costs was added to the overall project cost for these preliminary planning-level estimates to cover unknown or unanticipated scope that could not be reasonably identified in cost estimation. As projects advance closer to implementation, further refinement of these estimates and the scope during design should be undertaken. **Table 8-2** below presents the ROM costs in 2025 dollars for the MPU CIP as well as projects already included in the Airports ACIP.

Table 8-2 – Capital Improvement Program Cost by Project

Projection Description	Rough Order of Magnitude Costs (in 2025 Dollars, Rounded)
Master Plan Projects	
Concourse A PBB Installation Gate A2	\$2,500,000
Concourse A PBB Installation Gate A5	\$2,500,000
Concourse B Expansion - Environmental/Design/Bid	\$2,220,000
Concourse B Expansion - Construction	\$11,100,000
Concourse B PBB Installation for Concourse Expansion (3 PBBs)	\$3,900,000
Concourse B PBB Installation Gate B2	\$2,500,000
Security Screening Lane Installation and Expansion - Design/Bid	\$800,000
Security Screening Lane Installation and Expansion - Construction	\$8,000,000
Terminal Curb Expansion - Design/Bid	\$84,000
Terminal Curb Expansion - Construction	\$419,000
Parking Garage - Environmental/Design/Bid	\$4,410,000
Parking Garage - Construction	\$22,050,000
Solar Covered Lot Southwest Expansion - Environmental/Design/Bid	\$241,000
Solar Covered Lot Southwest Expansion - Construction	\$5,328,000
Solar Covered Lot Northeast Expansion - Environmental/Design/Bid	\$287,000
Solar Covered Lot Northeast Expansion - Construction	\$6,367,000
North Economy Lot Expansion Phase 1 (Parking) - Environmental/Design/Bid	\$296,000
North Economy Lot Expansion Phase 1 (Parking) - Construction	\$1,475,000
North Economy Lot Expansion Phase 2 (Parking and Booth) - Environmental/Design/Bid	\$482,000
North Economy Lot Expansion Phase 2 (Parking and Booth) - Construction	\$2,409,000
Employee Lot Expansion - Environmental/Design/Bid	\$304,000
Employee Lot Expansion - Construction	\$1,516,400
Genot Drive Realignment - Environmental/Design/Bid	\$622,000
Genot Drive Realignment - Construction	\$3,109,000
Rental Car Ready & Return Lot Expansion - Environmental/Design/Bid	\$2,414,000
Rental Car Ready & Return Lot Expansion - Construction	\$12,065,860
Rental Car QTA Lot - Environmental/Design/Bid	\$192,000
Rental Car QTA Lot - Construction	\$958,000
Runway 9-27 Taxiway Conversation - Construction	\$5,618,000
Taxiway A Relocation - Environmental/Design/Bid	\$909,000
Taxiway A Relocation - Construction	\$17,468,000
Commercial Apron Expansion - Environmental/Design/Bid	\$766,000
Commercial Apron Expansion - Construction	\$14,426,000
Realign Taxiway C South - Construction	\$3,871,000
Southwest Side Development Area (Flightline and Utilities) - Environmental/Design/Bid	\$1,564,000
Southwest Side Development Area (Flightline and Utilities) - Construction	\$7,811,000
Northwest Development Area (Roadway and Utilities) - Environmental/Design/Bid	\$795,000
Northwest Development Area (Roadway and Utilities) - Construction	\$11,338,000
Total Master Plan Project Cost	\$163,115,260
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Projection Description	Rough Order of Magnitude Costs (in 2025 Dollars, Rounded)
Airport Capital Improvement Plan Projects	
Reconstruct Taxiway C (Rwy 9-27 to Twy H) - Construction	\$7,600,000
Refurbish Baggage System - Construction	\$5,500,000
Rehabilitate/Reconstruct Taxiway D, Taxiway D1, and Taxiway E - Environmental/Design/Bid	\$239,000
Rwy 18-36 Improvements (Pvmt Rehab, Electrical, Threshold Relocation, Drainage) - Final Design/Bid	\$585,500
Acquire SRE Equipment - Rotary Plow w/ Broom	\$1,147,500
Rehabilitate Taxiway B, Taxiway C North, & Taxiway F - Environmental/Design/Bid	\$255,500
Rehabilitate/Reconstruct Taxiway D, Taxiway D1, and Taxiway E - Construction	\$2,862,500
Rwy 18-36 Improvements Phase 1 (South) - (Pavement Rehab) - Construction	\$5,071,000
Rwy 18-36 Improvements Phase 1 (South) – (Electrical & Threshold Relocation) - Construction	\$2,482,000
Rwy 18-36 Improvements Phase 1 (South) - (Drainage) - Construction	\$3,670,000
Reconstruct Taxiway A - Environmental, Design, Bid	\$337,000
Rwy 18-36 Improvements Phase 2 (North) - (Pavement Rehab) - Construction	\$2,723,000
Rwy 18-36 Improvements Phase 2 (North) - (Electrical) - Construction	\$1,664,000
Rwy 18-36 Improvements Phase 2 (North) - (Drainage) - Construction	\$3,443,000
Rehabilitate Taxiway B, Taxiway C North, & Taxiway F - Construction	\$4,893,000
Reconstruct Taxiway A - Construction	\$5,778,000
Terminal Back-Up Generator - Environmental/Design/Bid/Construction	\$1,416,600
Realign Taxiway C South - Design/Bid	\$323,600
Acquire SRE Equipment - Plow w/ Spreader	\$90,660
Acquire SRE Equipment - Plow w/ Spreader	\$90,660
Runway 4 Localizer - Environmental/Design/Bid/Construction	\$2,790,100
Acquire SRE Equipment - Plow w/ Spreader	\$906,600
Acquire SRE Equipment - Plow w/ Spreader	\$906,600
Acquire SRE Equipment - Plow w/ Spreader	\$906,600
Acquire SRE Equipment - Rotary Plow w/ Broom	\$1,141,600
Acquire SRE Equipment - Rotary Plow w/ Broom	\$1,141,600
Safety/ARFF Facility - Design/Bid	\$1,425,000
Dry Storage Facility - Design/Bid	\$472,000
Replace AOA Fence - Design/Bid	\$83,600
Rehabilitate Runway 4-22 - Design/Bid	\$380,000
Rehabilitate Runway 4-22 - Construction	\$7,302,625
Demolish Airfield Maintenance Facility	\$28,160
Rehabilitate Taxiway A, Taxiway T1, and Taxiway T2 - Design/Bid	\$651,000
Rehabilitate Taxiways A, A1, A2, A3, and G Airfield Electrical Systems - Design/Bid	\$310,000
Rehabilitate Taxiway A, Taxiway T1, and Taxiway T2 - Construction	\$7,022,600
Rehabilitate Taxiways A, A1, A2, A3, and G Airfield Electrical Systems - Construction	\$2,408,300
Safety/ARFF Facility - Construction	\$24,880,000
Dry Storage Facility - Construction	\$2,360,000
Eligible Project Reimbursements (Terminal Improvements, GA Terminal, SRE Mx & Storage)	\$19,470,177
Runway 9-27 Taxiway Conversation - Design/Bid	\$351,600
Total Airport Capital Improvement Plan Project Cost	\$125,110,682
Total Capital Improvement Plan Project Cost	\$288,225,942

Note: Costs are presentative of 2025 dollars (rounded).

Source: Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2025.

CIP ROM costs presented previously in **Table 8-2** were escalated at a rate of 3.0 percent annually until project completion to account for inflation as shown below in **Table 8-3**. Inflation is the change in project costs overtime for labor and materials. As projects are shifted further out, escalation could make the project no longer affordable or feasible, creating a balancing act between the best time to implement a project based on affordability, demand, and costs.

Furthermore, stakeholder feedback should be initiated well in advance of a project, as projects compete for limited resources and funding. Projects in environmentally sensitive areas, with complex phasing, or substantial third-party funding will require more time in advance of the construction for environmental approvals, planning, funding award, design, and procurement.

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Table 8-3 – Capital Improvement Program Cost by Project (Escalated)

Projection Description	Estimated Project Timeline (Fiscal Year)	Rough Order of Magnitude Costs (Escalated, Rounded) ¹
Master Plan Projects		
Concourse A PBB Installation Gate A2	2039 - 2040	\$3,894,919
Concourse A PBB Installation Gate A5	2042 - 2043	\$4,256,083
Concourse B Expansion - Environmental/Design/Bid	2035 - 2036	\$3,072,999
Concourse B Expansion - Construction	2037 - 2038	\$16,300,724
Concourse B PBB Installation for Concourse Expansion (3 PBBs)	2038 - 2038	\$5,727,281
Concourse B PBB Installation Gate B2	2032 - 2033	\$3,166,925
Security Screening Lane Installation and Expansion - Design/Bid	2034 - 2034	\$1,043,819
Security Screening Lane Installation and Expansion - Construction	2035 - 2036	\$11,073,871
Terminal Curb Expansion - Design/Bid	2041 - 2041	\$134,795
Terminal Curb Expansion - Construction	2041 - 2042	\$692,543
Parking Garage - Environmental/Design/Bid	2035 - 2036	\$6,104,471
Parking Garage - Construction	2036 - 2038	\$32,381,168
Solar Covered Lot Southwest Expansion - Environmental/Design/Bid	2031 - 2031	\$287,767
Solar Covered Lot Southwest Expansion - Construction	2032 - 2033	\$6,749,351
Solar Covered Lot Northeast Expansion - Environmental/Design/Bid	2029 - 2029	\$323,021
Solar Covered Lot Northeast Expansion - Construction	2030 - 2031	\$7,602,531
North Economy Lot Expansion Phase 1 (Parking) - Environmental/Design/Bid	2027 - 2027	\$314,026
North Economy Lot Expansion Phase 1 (Parking) - Construction	2027 - 2028	\$1,611,772
North Economy Lot Expansion Phase 2 (Parking and Booth) - Environmental/Design/Bid	2029 - 2029	\$542,495
North Economy Lot Expansion Phase 2 (Parking and Booth) - Construction	2030 - 2031	\$2,876,472
Employee Lot Expansion - Environmental/Design/Bid	2031 - 2031	\$362,992
Employee Lot Expansion - Construction	2032 - 2033	\$1,920,930
Genot Drive Realignment - Environmental/Design/Bid	2025 - 2025	\$622,000
Genot Drive Realignment - Construction	2025 - 2026	\$3,202,270
Rental Car Ready & Return Lot Expansion - Environmental/Design/Bid	2037 - 2038	\$3,545,040
Rental Car Ready & Return Lot Expansion - Construction	2038 - 2039	\$18,250,696
Rental Car QTA Lot - Environmental/Design/Bid	2041 - 2042	\$317,347
Rental Car QTA Lot - Construction	2042 - 2043	\$1,630,931
Runway 9-27 Taxiway Conversation - Construction	2038 - 2039	\$8,497,729
Taxiway A Relocation - Environmental/Design/Bid	2046 - 2047	\$909,000
Taxiway A Relocation - Construction	2048 - 2049	\$17,468,000
Commercial Apron Expansion - Environmental/Design/Bid	2047 - 2047	\$766,000
Commercial Apron Expansion - Construction	2048 - 2049	\$14,426,000
Realign Taxiway C South - Construction	2032 - 2033	\$4,903,667
Southwest Side Development Area (Flightline and Utilities) - Environmental/Design/Bid	2034 - 2035	\$2,101,885
Southwest Side Development Area (Flightline and Utilities) - Construction	2035 - 2036	\$10,812,251
Southwest Side Development Area (Flightline and Utilities) - Construction	2035 - 2036	\$10,812,251
Northwest Development Area (Roadway and Utilities) - Environmental/Design/Bid	2044 - 2045	\$1,435,858
Northwest Development Area (Roadway and Utilities) - Construction	2045 - 2046	\$21,092,020
Total Master Plan Project Costs		\$220,421,651

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Projection Description	Estimated Project Timeline (Fiscal Year)	Rough Order of Magnitude Costs (Escalated, Rounded) ¹
Airport Capital Improvement Plan Projects		
Reconstruct Taxiway C (Rwy 9-27 to Twy H) - Construction	2026 - 2027	\$8,062,840
Refurbish Baggage System - Construction	2026 - 2026	\$5,665,000
Rehabilitate/Reconstruct Taxiway D, Taxiway D1, and Taxiway E - Environmental/Design/Bid	2026 - 2027	\$253,555
Rwy 18-36 Improvements (Pvmt Rehab, Electrical, Threshold Relocation, Drainage) - Final Design/Bid	2027 - 2028	\$639,792
Acquire SRE Equipment - Rotary Plow w/ Broom	2027 - 2027	\$1,217,383
Rehabilitate Taxiway B, Taxiway C North, & Taxiway F - Environmental/Design/Bid	2027 - 2028	\$279,192
Rehabilitate/Reconstruct Taxiway D, Taxiway D1, and Taxiway E - Construction	2027 - 2028	\$3,127,931
Rwy 18-36 Improvements Phase 1 (South) - (Pavement Rehab) - Construction	2028 - 2029	\$5,707,455
Rwy 18-36 Improvements Phase 1 (South) - (Electrical & Threshold Relocation) - Construction	2028 - 2029	\$2,793,513
Rwy 18-36 Improvements Phase 1 (South) - (Drainage) - Construction	2028 - 2029	\$4,130,617
Reconstruct Taxiway A - Environmental, Design, Bid	2028 - 2029	\$379,296
Rwy 18-36 Improvements Phase 2 (North) - (Pavement Rehab) - Construction	2029 - 2030	\$3,156,703
Rwy 18-36 Improvements Phase 2 (North) - (Electrical) - Construction	2029 - 2030	\$1,929,032
Rwy 18-36 Improvements Phase 2 (North) - (Drainage) - Construction	2029 - 2030	\$3,991,381
Rehabilitate Taxiway B, Taxiway C North, & Taxiway F - Construction	2029 - 2030	\$5,672,328
Reconstruct Taxiway A - Construction	2029 - 2030	\$6,698,286
Terminal Back-Up Generator - Environmental/Design/Bid/Construction	2030 - 2031	\$1,691,494
Realign Taxiway C South - Design/Bid	2030 - 2031	\$386,395
Acquire SRE Equipment - Plow w/ Spreader	2030 - 2030	\$105,100
Acquire SRE Equipment - Plow w/ Spreader	2030 - 2030	\$105,100
Runway 4 Localizer - Environmental/Design/Bid/Construction	2031 - 2032	\$3,431,471
Acquire SRE Equipment - Plow w/ Spreader	2031 - 2031	\$1,082,528
Acquire SRE Equipment - Plow w/ Spreader	2032 - 2032	\$1,115,004
Acquire SRE Equipment - Plow w/ Spreader	2033 - 2033	\$1,148,454
Acquire SRE Equipment - Rotary Plow w/ Broom	2034 - 2034	\$1,489,529
Acquire SRE Equipment - Rotary Plow w/ Broom	2035 - 2035	\$1,534,215
Safety/ARFF Facility - Design/Bid	2032 - 2033	\$1,805,147
Dry Storage Facility - Design/Bid	2032 - 2033	\$597,915
Replace AOA Fence - Design/Bid	2033 - 2033	\$105,902
Rehabilitate Runway 4-22 - Design/Bid	2033 - 2034	\$495,814
Rehabilitate Runway 4-22 - Construction	2034 - 2035	\$9,814,117
Demolish Airfield Maintenance Facility	2033 - 2033	\$35,672
Rehabilitate Taxiway A, Taxiway T1, and Taxiway T2 - Design/Bid	2033 - 2034	\$849,407
Rehabilitate Taxiways A, A1, A2, A3, and G Airfield Electrical Systems - Design/Bid	2033 - 2034	\$404,480
Rehabilitate Taxiway A, Taxiway T1, and Taxiway T2 - Construction	2034 - 2035	\$9,437,787
Rehabilitate Taxiways A, A1, A2, A3, and G Airfield Electrical Systems - Construction	2034 - 2035	\$3,236,554
Safety/ARFF Facility - Construction	2034 - 2035	\$33,436,640
Dry Storage Facility - Construction	2035 - 2036	\$3,266,792
Eligible Project Reimbursements (Terminal Improvements, GA Terminal, SRE Mx & Storage)	2035 - 2036	\$26,951,278
Runway 9-27 Taxiway Conversation - Design/Bid	2035 - 2036	\$486,697
Total Airport Capital Improvement Plan Project Costs		\$156,717,796
Total Project Costs		\$377,139,447

Note: Costs are presentative of 2025 dollars (rounded) and were escalated 3.0 percent annually through project completion to account for inflation.

Source: Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2025.

8.4 FINANCIAL ANALYSIS

The financial analysis presents a potential funding plan for the ACIP and CIP projects evaluated in the previous sections. A combination of funding sources that may be available to the Authority were evaluated based on specific requirements and past award history to assess their potential to fund CIP projects. In addition, the financial analysis presents the probability of EVAAD to fund the CIP (at the time of this report). Note, this financial analysis is not a final plan to fund ACIP or CIP projects, but a conceptual financial impact representation given the potential availability of funds. Actual funding strategies and financial feasibility for each project will be determined once the project advances closer to implementation. It is recommended that the Authority continually evaluate the financial feasibility of projects based on actualized activity at the Airport and the fluctuating industry environment to confirm or adjust assumptions presented in this Study. The following actions were taken to conduct the financial analysis:

- EVV's financial structure and financial information provided by EVAAD was reviewed.
- A list was compiled that included all future airport development projects as witnessed in the Capital Improvement Plan as of August 2025 (referred to as the ACIP) and MPU CIP projects.
- Potential funding sources were identified and the likelihood of the availability of these funds was documented.

8.4.1 Airport Financial Structure

EVV is a public-use Airport operated by EVAAD. The Airport is governed by a five-member board, appointed by the Mayor of Evansville and the Vanderburg County Commissioners. EVAAD oversees the operation of the Airport, and the airport staff manages the day-to-day activities of the Airport. As a result of EVV being operated as an Airport Authority, its financials are separated from the City and County. Costs associated with the operation of the Airport are recovered with leases, user charges, tax distributions, and grant contributions. EVV operates on a 12-month FY which mimics the calendar year ending December 31st. Airlines presently operate under an Airport Use and Lease Agreement (Airline Agreement) or Airline Operating Permit, which describes the airline charges for landing fees, per-turn charges, and terminal rental space.

8.4.2 Overall CIP and Funding Plan

Future airport development initiatives are often funded by a combination of funding sources including airport revenue, often referred to as "local match" or "sponsor" and a combination of federal and state grants. Furthermore, projects may also be funded by third-party or private funds. Funding mechanisms may include federal Airport Improvement Program (AIP) grants, INDOT state grants, Passenger Facility Charges (PFC) revenues, Customer Facility Charge (CFC), Airport funds, bonds, loans, and/or third-party funds. The funding plan presented in this section does not represent a final plan to fund CIP or ACIP projects, but an initial high-level overview of funding sources that may be available that are commonly used to fund projects (based on the type of project). In addition, this section does not include all funding sources that are available to the Airport, but rather those that are traditionally used to fund airport development projects.

Implementation Schedule and Phasing

The implementation timeline for CIP projects is a result of several considerations including forecasted demand, project dependencies, affordability, and funding availability. The

implementation schedule as described in this section is a result of balancing all implementation considerations to bring CIP projects to completion when needed without distress. In certain scenarios, CIP projects were further divided into phases to reduce operational impacts and/or financial burden. **Table 8-5** and **Table 7-6** provides an illustration of the project implementation schedule for MPU CIP and ACIP projects.

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Table 8-4 – Capital Improvement Program (Escalated)

Projection Description	Estimated Project Timeline (Fiscal Year)	Rough Order of Magnitude Costs (Escalated, Rounded) ¹	FAA (AIP and IIJA)	State	PFC	Bonds/Loan	CFC	Tenant or Third-Party	Sponsor
Master Plan Projects									
Genot Drive Realignment - Environmental/Design/Bid	2025 - 2025	\$622,000	\$0	\$0	\$0	\$0	\$622,000	\$0	\$0
Genot Drive Realignment - Construction	2025 - 2026	\$3,202,270	\$0	\$0	\$0	\$0	\$3,202,270	\$0	\$0
North Economy Lot Expansion Phase 1 (Parking) - Environmental/Design/Bid	2027 - 2027	\$314,026	\$0	\$0	\$0	\$0	\$0	\$0	\$314,026
North Economy Lot Expansion Phase 1 (Parking) - Construction	2027 - 2028	\$1,611,772	\$0	\$0	\$0	\$0	\$0	\$0	\$1,611,772
Solar Covered Lot Northeast Expansion - Environmental/Design/Bid	2029 - 2029	\$323,021	\$0	\$0	\$0	\$323,021	\$0	\$0	\$0
North Economy Lot Expansion Phase 2 (Parking and Booth) - Environmental/Design/Bid	2029 - 2029	\$542,495	\$0	\$0	\$0	\$0	\$0	\$0	\$542,495
North Economy Lot Expansion Phase 2 (Parking and Booth) - Construction	2030 - 2031	\$2,876,472	\$0	\$0	\$0	\$0	\$0	\$0	\$2,876,472
Solar Covered Lot Northeast Expansion - Construction	2030 - 2031	\$7,602,531	\$0	\$0	\$0	\$7,602,531	\$0	\$0	\$0
Solar Covered Lot Southwest Expansion - Environmental/Design/Bid	2031 - 2031	\$287,767	\$0	\$0	\$0	\$287,767	\$0	\$0	\$0
Employee Lot Expansion - Environmental/Design/Bid	2031 - 2031	\$362,992	\$0	\$0	\$0	\$0	\$0	\$0	\$362,992
Employee Lot Expansion - Construction	2032 - 2033	\$1,920,930	\$0	\$0	\$0	\$0	\$0	\$0	\$1,920,930
Solar Covered Lot Southwest Expansion - Construction	2032 - 2033	\$6,749,351	\$0	\$0	\$0	\$6,749,351	\$0	\$0	\$0
Realign Taxiway C South - Construction	2032 - 2033	\$4,903,667	\$4,413,300	\$245,183	\$0	\$0	\$0	\$0	\$245,183
Concourse B PBB Installation Gate B2	2032 - 2033	\$3,166,925	\$2,850,233	\$0	\$316,693	\$0	\$0	\$0	\$0
Security Screening Lane Installation and Expansion - Design/Bid	2034 - 2034	\$1,043,819	\$939,437	\$0	\$104,382	\$0	\$0	\$0	\$0
Southwest Side Development Area (Flightline and Utilities) - Environmental/Design/Bid	2034 - 2035	\$2,101,885	\$0	\$0	\$0	\$0	\$0	\$1,050,943	\$1,050,943
Concourse B Expansion - Environmental/Design/Bid	2035 - 2036	\$3,072,999	\$1,843,800	\$0	\$1,229,200	\$0	\$0	\$0	\$0
Security Screening Lane Installation and Expansion - Construction	2035 - 2036	\$11,073,871	\$9,966,484	\$0	\$1,107,387	\$0	\$0	\$0	\$0
Southwest Side Development Area (Flightline and Utilities) - Construction	2035 - 2036	\$10,812,251	\$0	\$0	\$0	\$0	\$0	\$5,406,125	\$5,406,125
Parking Garage - Environmental/Design/Bid	2035 - 2036	\$6,104,471	\$0	\$0	\$0	\$6,104,471	\$0	\$0	\$0
Parking Garage - Construction	2036 - 2038	\$32,381,168	\$0	\$0	\$0	\$32,381,168	\$0	\$0	\$0
Concourse B Expansion - Construction	2037 - 2038	\$16,300,724	\$9,780,435	\$0	\$6,520,290	\$0	\$0	\$0	\$0
Rental Car Ready & Return Lot Expansion - Environmental/Design/Bid	2037 - 2038	\$3,545,040	\$0	\$0	\$0	\$0	\$3,545,040	\$0	\$0
Concourse B PBB Installation for Concourse Expansion (3 PBBs)	2038 - 2038	\$5,727,281	\$5,154,553	\$0	\$572,728	\$0	\$0	\$0	\$0
Rental Car Ready & Return Lot Expansion - Construction	2038 - 2039	\$18,250,696	\$0	\$0	\$0	\$0	\$18,250,696	\$0	\$0
Runway 9-27 Taxiway Conversation - Construction	2038 - 2039	\$8,497,729	\$0	\$6,373,297	\$0	\$0	\$0	\$0	\$2,124,432
Concourse A PBB Installation Gate A2	2039 - 2040	\$3,894,919	\$0	\$0	\$3,894,919	\$0	\$0	\$0	\$0
Terminal Curb Expansion - Design/Bid	2041 - 2041	\$134,795	\$0	\$0	\$134,795	\$0	\$0	\$0	\$0
Terminal Curb Expansion - Construction	2041 - 2042	\$692,543	\$0	\$0	\$692,543	\$0	\$0	\$0	\$0
Rental Car QTA Lot - Environmental/Design/Bid	2041 - 2042	\$317,347	\$0	\$0	\$0	\$0	\$0	\$317,347	\$0
Rental Car QTA Lot - Construction	2042 - 2043	\$1,630,931	\$0	\$0	\$0	\$0	\$0	\$1,630,931	\$0
Concourse A PBB Installation Gate A5	2042 - 2043	\$4,256,083	\$0	\$0	\$4,256,083	\$0	\$0	\$0	\$0
Northwest Development Area (Roadway and Utilities) - Environmental/Design/Bid	2044 - 2045	\$1,435,858	\$0	\$0	\$0	\$0	\$0	\$717,929	\$717,929
Northwest Development Area (Roadway and Utilities) - Construction	2045 - 2046	\$21,092,020	\$0	\$0	\$0	\$0	\$0	\$10,546,010	\$10,546,010
Taxiway A Relocation - Environmental/Design/Bid	2046 - 2047	\$909,000	\$818,100	\$0	\$0	\$0	\$0	\$0	\$90,900
Commercial Apron Expansion - Environmental/Design/Bid	2047 - 2047	\$766,000	\$689,400	\$0	\$0	\$0	\$0	\$0	\$76,600
Total Master Plan Project Costs		\$220,421,651	\$65,160,341	\$6,618,480	\$18,829,019	\$53,448,309	\$25,620,006	\$19,669,285	\$31,076,211
Continued next page									

Projection Description	Estimated Project Timeline (Fiscal Year)	Rough Order of Magnitude Costs (Escalated, Rounded) ¹	FAA (AIP and IJA)	State	PFC	Bonds/Loan	CFC	Tenant or Third-Party	Sponsor
Airport Capital Improvement Plan Projects									
Reconstruct Taxiway C (Rwy 9-27 to Twy H) - Construction	2026 - 2027	\$8,062,840	\$7,659,698	\$201,571	\$0	\$0	\$0	\$0	\$201,571
Refurbish Baggage System - Construction	2026 - 2026	\$5,665,000	\$5,381,750	\$141,625	\$0	\$0	\$0	\$0	\$141,625
Rehabilitate/Reconstruct Taxiway D, Taxiway D1, and Taxiway E - Environmental/Design/Bid	2026 - 2027	\$253,555	\$0	\$190,166	\$0	\$0	\$0	\$0	\$63,389
Rwy 18-36 Improvements (Pvmt Rehab, Electrical, Threshold Relocation, Drainage) - Final Design/Bid	2027 - 2028	\$639,792	\$575,812	\$31,990	\$0	\$0	\$0	\$0	\$31,990
Acquire SRE Equipment - Rotary Plow w/ Broom	2027 - 2027	\$1,217,383	\$1,095,644	\$60,869	\$0	\$0	\$0	\$0	\$60,869
Rehabilitate Taxiway B, Taxiway C North, & Taxiway F - Environmental/Design/Bid	2027 - 2028	\$279,192	\$251,273	\$13,960	\$0	\$0	\$0	\$0	\$13,960
Rehabilitate/Reconstruct Taxiway D, Taxiway D1, and Taxiway E - Construction	2027 - 2028	\$3,127,931	\$2,815,138	\$156,397	\$0	\$0	\$0	\$0	\$156,397
Rwy 18-36 Improvements Phase 1 (South) - (Pavement Rehab) - Construction	2028 - 2029	\$5,707,455	\$5,136,710	\$285,373	\$0	\$0	\$0	\$0	\$285,373
Rwy 18-36 Improvements Phase 1 (South) - (Electrical & Threshold Relocation) - Construction	2028 - 2029	\$2,793,513	\$2,514,162	\$139,676	\$0	\$0	\$0	\$0	\$139,676
Rwy 18-36 Improvements Phase 1 (South) - (Drainage) - Construction	2028 - 2029	\$4,130,617	\$3,717,556	\$206,531	\$0	\$0	\$0	\$0	\$206,531
Reconstruct Taxiway A - Environmental, Design, Bid	2028 - 2029	\$379,296	\$0	\$284,472	\$0	\$0	\$0	\$0	\$94,824
Rwy 18-36 Improvements Phase 2 (North) - (Pavement Rehab) - Construction	2029 - 2030	\$3,156,703	\$2,841,033	\$157,835	\$0	\$0	\$0	\$0	\$157,835
Rwy 18-36 Improvements Phase 2 (North) - (Electrical) - Construction	2029 - 2030	\$1,929,032	\$1,736,129	\$96,452	\$0	\$0	\$0	\$0	\$96,452
Rwy 18-36 Improvements Phase 2 (North) - (Drainage) - Construction	2029 - 2030	\$3,991,381	\$3,592,243	\$199,569	\$0	\$0	\$0	\$0	\$199,569
Rehabilitate Taxiway B, Taxiway C North, & Taxiway F - Construction	2029 - 2030	\$5,672,328	\$5,105,095	\$283,616	\$0	\$0	\$0	\$0	\$283,616
Reconstruct Taxiway A - Construction	2029 - 2030	\$6,698,286	\$6,028,457	\$334,914	\$0	\$0	\$0	\$0	\$334,914
Terminal Back-Up Generator - Environmental/Design/Bid/Construction	2030 - 2031	\$1,691,494	\$1,522,345	\$84,575	\$0	\$0	\$0	\$0	\$84,575
Realign Taxiway C South - Design/Bid	2030 - 2031	\$386,395	\$347,756	\$19,320	\$0	\$0	\$0	\$0	\$19,320
Acquire SRE Equipment - Plow w/ Spreader	2030 - 2030	\$105,100	\$0	\$52,550	\$0	\$0	\$0	\$0	\$52,550
Acquire SRE Equipment - Plow w/ Spreader	2030 - 2030	\$105,100	\$0	\$52,550	\$0	\$0	\$0	\$0	\$52,550
Runway 4 Localizer - Environmental/Design/Bid/Construction	2031 - 2032	\$3,431,471	\$3,088,324	\$171,574	\$0	\$0	\$0	\$0	\$171,574
Acquire SRE Equipment - Plow w/ Spreader	2031 - 2031	\$1,082,528	\$974,275	\$54,126	\$0	\$0	\$0	\$0	\$54,126
Acquire SRE Equipment - Plow w/ Spreader	2032 - 2032	\$1,115,004	\$1,003,503	\$55,750	\$0	\$0	\$0	\$0	\$55,750
Safety/ARFF Facility - Design/Bid	2032 - 2033	\$1,805,147	\$1,624,633	\$90,257	\$0	\$0	\$0	\$0	\$90,257
Dry Storage Facility - Design/Bid	2032 - 2033	\$597,915	\$538,124	\$29,896	\$0	\$0	\$0	\$0	\$29,896
Replace AOA Fence - Design/Bid	2033 - 2033	\$105,902	\$95,312	\$5,295	\$0	\$0	\$0	\$0	\$5,295
Rehabilitate Runway 4-22 - Design/Bid	2033 - 2034	\$495,814	\$446,232	\$24,791	\$0	\$0	\$0	\$0	\$24,791
Acquire SRE Equipment - Plow w/ Spreader	2033 - 2033	\$1,148,454	\$1,033,608	\$57,423	\$0	\$0	\$0	\$0	\$57,423
Demolish Airfield Maintenance Facility	2033 - 2033	\$35,672	\$0	\$17,836	\$0	\$0	\$0	\$0	\$17,836
Rehabilitate Taxiway A, Taxiway T1, and Taxiway T2 - Design/Bid	2033 - 2034	\$849,407	\$764,467	\$42,470	\$0	\$0	\$0	\$0	\$42,470
Rehabilitate Runway 4-22 - Construction	2034 - 2035	\$9,814,117	\$8,832,706	\$490,706	\$0	\$0	\$0	\$0	\$490,706
Rehabilitate Taxiways A, A1, A2, A3, and G Airfield Electrical Systems - Design/Bid	2033 - 2034	\$404,480	\$364,032	\$20,224	\$0	\$0	\$0	\$0	\$20,224
Acquire SRE Equipment - Rotary Plow w/ Broom	2034 - 2034	\$1,489,529	\$1,340,576	\$74,476	\$0	\$0	\$0	\$0	\$74,476
Rehabilitate Taxiway A, Taxiway T1, and Taxiway T2 - Construction	2034 - 2035	\$9,437,787	\$8,494,008	\$471,889	\$0	\$0	\$0	\$0	\$471,889
Rehabilitate Taxiways A, A1, A2, A3, and G Airfield Electrical Systems - Construction	2034 - 2035	\$3,236,554	\$2,912,898	\$161,828	\$0	\$0	\$0	\$0	\$161,828
Safety/ARFF Facility - Construction	2034 - 2035	\$33,436,640	\$30,092,976	\$1,671,832	\$0	\$0	\$0	\$0	\$1,671,832
Acquire SRE Equipment - Rotary Plow w/ Broom	2035 - 2035	\$1,534,215	\$1,380,793	\$76,711	\$0	\$0	\$0	\$0	\$76,711
Dry Storage Facility - Construction	2035 - 2036	\$3,266,792	\$2,940,113	\$163,340	\$0	\$0	\$0	\$0	\$163,340
Eligible Project Reimbursements (Terminal Improvements, GA Terminal, SRE Mx & Storage)	2035 - 2036	\$26,951,278	\$24,256,151	\$1,347,564	\$0	\$0	\$0	\$0	\$1,347,564
Runway 9-27 Taxiway Conversation - Design/Bid	2035 - 2036	\$486,697	\$438,027	\$24,335	\$0	\$0	\$0	\$0	\$24,335
Total Airport Capital Improvement Plan Project Costs		\$156,717,796	\$140,941,558	\$8,046,332	\$0	\$0	\$0	\$0	\$7,729,906
Total Project Costs		\$377,139,447	\$206,101,898	\$14,664,812	\$18,829,019	\$53,448,309	\$25,620,006	\$19,669,285	\$38,806,117

Source: Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2025.

Table 8-5 – Capital Improvement Program Implementation Schedule (Master Plan Projects)

Projection Description	Estimated Project Timeline (Fiscal Year)	PAL 1				PAL 2					PAL 3					PAL 4				
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Master Plan Projects																				
Genot Drive Realignment - Environmental/Design/Bid	2025 - 2025																			
Genot Drive Realignment - Construction	2025 - 2026																			
North Economy Lot Expansion Phase 1 (Parking) - Environmental/Design/Bid	2027 - 2027																			
North Economy Lot Expansion Phase 1 (Parking) - Construction	2027 - 2028																			
Solar Covered Lot Northeast Expansion - Environmental/Design/Bid	2029 - 2029																			
North Economy Lot Expansion Phase 2 (Parking and Booth) - Environmental/Design/Bid	2029 - 2029																			
North Economy Lot Expansion Phase 2 (Parking and Booth) - Construction	2030 - 2031																			
Solar Covered Lot Northeast Expansion - Construction	2030 - 2031																			
Solar Covered Lot Southwest Expansion - Environmental/Design/Bid	2031 - 2031																			
Employee Lot Expansion - Environmental/Design/Bid	2031 - 2031																			
Employee Lot Expansion - Construction	2032 - 2033																			
Solar Covered Lot Southwest Expansion - Construction	2032 - 2033																			
Realign Taxiway C South - Construction	2032 - 2033																			
Concourse B PBB Installation Gate B2	2032 - 2033																			
Security Screening Lane Installation and Expansion - Design/Bid	2034 - 2034																			
Southwest Side Development Area (Flightline and Utilities) -Environmental/Design/Bid	2034 - 2035																			
Concourse B Expansion - Environmental/Design/Bid	2035 - 2036																			
Security Screening Lane Installation and Expansion - Construction	2035 - 2036																			
Southwest Side Development Area (Flightline and Utilities) - Construction	2035 - 2036																			
Parking Garage - Environmental/Design/Bid	2035 - 2036																			
Parking Garage - Construction	2036 - 2038																			
Concourse B Expansion - Construction	2037 - 2038																			
Rental Car Ready & Return Lot Expansion - Environmental/Design/Bid	2037 - 2038																			
Concourse B PBB Installation for Concourse Expansion (3 PBBs)	2038 - 2038																			
Rental Car Ready & Return Lot Expansion - Construction	2038 - 2039																			
Runway 9-27 Taxiway Conversation - Construction	2038 - 2039																			
Concourse A PBB Installation Gate A2	2039 - 2040																			
Terminal Curb Expansion - Design/Bid	2041 - 2041																			
Terminal Curb Expansion - Construction	2041 - 2042																			
Rental Car QTA Lot - Environmental/Design/Bid	2041 - 2042																			
Rental Car QTA Lot - Construction	2042 - 2043																			
Concourse A PBB Installation Gate A5	2042 - 2043																			
Continued on next page																				

Table 8-5 – Capital Improvement Program Implementation Schedule (Cont.)

Projection Description	Estimated Project Timeline (Fiscal Year)	Beyond Planning Horizon									
		2044	2045	2046	2047	2048	2049	2050	2051	2052	2053
Master Plan Projects											
Northwest Development Area (Roadway and Utilities) - Environmental/Design/Bid	2044 - 2045										
Northwest Development Area (Roadway and Utilities) - Construction	2045 - 2046										
Taxiway A Relocation - Environmental/Design/Bid	2046 - 2047										
Commercial Apron Expansion - Environmental/Design/Bid	2047 - 2047										
Taxiway A Relocation - Construction	2048 - 2049										
Commercial Apron Expansion - Construction	2048 - 2049										

Source: Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2025.

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Table 8-6 – Capital Improvement Program Implementation Schedule (ACIP)

Projection Description	Estimated Project Timeline (Fiscal Year)	PAL 1				PAL 2					PAL 3				
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Airport Capital Improvement Plan Projects															
Reconstruct Taxiway C (Rwy 9-27 to Twy H) - Construction	2026 - 2027														
Refurbish Baggage System - Construction	2026 - 2026														
Rehabilitate/Reconstruct Taxiway D, Taxiway D1, and Taxiway E - Environmental/Design/Bid	2026 - 2027														
Rwy 18-36 Improvements (Pvmt Rehab, Electrical, Threshold Relocation, Drainage) - Final Design/Bid	2027 - 2028														
Acquire SRE Equipment - Rotary Plow w/ Broom	2027 - 2027														
Rehabilitate Taxiway B, Taxiway C North, & Taxiway F - Environmental/Design/Bid	2027 - 2028														
Rehabilitate/Reconstruct Taxiway D, Taxiway D1, and Taxiway E - Construction	2027 - 2028														
Rwy 18-36 Improvements Phase 1 (South) - (Pavement Rehab) - Construction	2028 - 2029														
Rwy 18-36 Improvements Phase 1 (South) - (Electrical & Threshold Relocation) - Construction	2028 - 2029														
Rwy 18-36 Improvements Phase 1 (South) - (Drainage) - Construction	2028 - 2029														
Reconstruct Taxiway A - Environmental, Design, Bid	2028 - 2029														
Rwy 18-36 Improvements Phase 2 (North) - (Pavement Rehab) - Construction	2029 - 2030														
Rwy 18-36 Improvements Phase 2 (North) - (Electrical) - Construction	2029 - 2030														
Rwy 18-36 Improvements Phase 2 (North) - (Drainage) - Construction	2029 - 2030														
Rehabilitate Taxiway B, Taxiway C North, & Taxiway F - Construction	2029 - 2030														
Reconstruct Taxiway A - Construction	2029 - 2030														
Terminal Back-Up Generator - Environmental/Design/Bid/Construction	2030 - 2031														
Realign Taxiway C South - Design/Bid	2030 - 2031														
Acquire SRE Equipment - Plow w/ Spreader	2030 - 2030														
Acquire SRE Equipment - Plow w/ Spreader	2030 - 2030														
Runway 4 Localizer - Environmental/Design/Bid/Construction	2031 - 2032														
Acquire SRE Equipment - Plow w/ Spreader	2031 - 2031														
Acquire SRE Equipment - Plow w/ Spreader	2032 - 2032														
Acquire SRE Equipment - Plow w/ Spreader	2033 - 2033														
Acquire SRE Equipment - Rotary Plow w/ Broom	2034 - 2034														
Acquire SRE Equipment - Rotary Plow w/ Broom	2035 - 2035														
Safety/ARFF Facility - Design/Bid	2032 - 2033														
Dry Storage Facility - Design/Bid	2032 - 2033														
Replace AOA Fence - Design/Bid	2033 - 2033														
Rehabilitate Runway 4-22 - Design/Bid	2033 - 2034														
Demolish Airfield Maintenance Facility	2033 - 2033														
Rehabilitate Taxiway A, Taxiway T1, and Taxiway T2 - Design/Bid	2033 - 2034														
Rehabilitate Taxiways A, A1, A2, A3, and G Airfield Electrical Systems - Design/Bid	2033 - 2034														
Safety/ARFF Facility - Construction	2034 - 2035														
Dry Storage Facility - Construction	2035 - 2036														
Eligible Project Reimbursements (Terminal Improvements, GA Terminal, SRE Mx & Storage)	2035 - 2036														
Runway 9-27 Taxiway Conversation - Design/Bid	2035 - 2036														

Source: Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2025.

8.4.3 Sources of Funds

Each potential funding source identified in **Table 8-4** is described in the subsequent sections.

Airport Improvement Program Grants

The Airport Improvement Program (AIP) provides planning, development, and noise compatibility project grants to airports included in the National Plan for Integrated Airport Systems (NPIAS). The FAA Reauthorization Act of 2024, signed into law on May 16, 2024, increased funding for *Airport Planning and Development and Noise Compatibility Planning and Programs* to approximately \$4 billion annually from federal fiscal year 2025 through federal fiscal year 2028².

Federal AIP funds are administered by the FAA through entitlement grants or discretionary grants. Entitlement grants are based on the number of enplaned passengers an airport serves annually. Discretionary grants are awarded to projects based on a priority ranking system and funding availability. Projects that improve the national airspace system or maintain existing airfield capacity traditionally receive the highest rankings.

According to FAA regulations, eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. AIP entitlement and discretionary funds are generally key funding sources for land acquisitions, runway extensions, and new runways and taxiways, as well as rehabilitation and overlay of airfield pavement. AIP entitlements may also be used as a secondary funding source of projects such as non-revenue producing areas of terminals and public roadway improvements. Professional services that are necessary for eligible projects, such as planning, surveying, and design, are also eligible. Aviation demand at the airport must justify the projects, which must also meet Federal environmental and procurement requirements. Projects related to revenue-generating improvements and operational costs (i.e., salaries, equipment, and supplies) are also not eligible for AIP grants.

The FAA covers 95 percent for eligible projects (federal FY 2025 and 2026) and 90 percent (federal FY 2027 and 2028), for a primary non-hub airport such as EVV. Prior to the FAA Reauthorization Act of 2024, the FAA generally covered 90 percent each year for eligible projects for Primary Non-Hub airports. Given the uncertainty of AIP funding availability once the 2024 Reauthorization expires in FY 2028, eligibility was assumed at 90 percent beyond 2028 through the planning horizon to align with traditional FAA funding availability.

Entitlement Grants

Entitlement grants are made available to airports annually based on a formula set forth in the FAA Order 5100.38D, Change 1, *Airport Improvement Program Handbook* (published February 26, 2019), and which was recently amended by the FAA Reauthorization Act of 2024. Entitlement grants for primary commercial service airports are calculated using a marginal scale based on the prior calendar year (CY) enplanements, as follows:

- ✈ \$15.60 for each of the first 50,000 enplaned passengers
- ✈ \$10.40 for each of the next 50,000 enplaned passengers

² The Federal Fiscal Year is the 12-month period ending September 30th.

- ✈ \$5.20 for each of the next 400,000 enplaned passengers
- ✈ \$1.30 for each of the next 500,000 enplaned passengers
- ✈ \$1.00 for each enplaned passenger beyond 1 million enplaned passengers

Entitlement grants for non-primary commercial service airports are apportioned based on the following marginal scale:

- ✈ \$60 for each of the first 2,500 enplaned passengers
- ✈ \$153.33 for each of the next 7,499 enplaned passengers

Entitlement grants for each FY are awarded based on prior year’s CY enplaned passenger numbers. For airports that are medium hub or large hub and collect a Passenger Facility Charge (PFC) of \$3.00 or less, entitlements are reduced by 40 percent and for PFC’s greater than \$3.00, entitlements are reduced by 60 percent. The annual minimum is \$1.3 million, and the annual maximum is \$22 million for any given airport. As presented in **Table 8-7**, utilizing the FAA approved forecast approximately \$40 million in entitlement funds will be available through the planning horizon.

Table 8-7 – FAA Entitlement Grant Projections

Forecast Year (Fiscal Year)	Previous (Calendar Year)	Enplaned Passengers	Total AIP Entitlement Grants
2024	2023	165,933	\$1,642,852
2025	2024	175,399	\$1,692,075
2026	2025	184,865	\$1,741,298
2027	2026	194,331	\$1,790,521
2028	2027	203,797	\$1,839,744
2029	2028	213,263	\$1,888,968
2030	2029	222,729	\$1,938,191
2031	2030	232,195	\$1,987,414
2032	2031	241,661	\$2,036,637
2033	2032	251,127	\$2,085,860
2034	2033	260,593	\$2,135,084
2035	2034	270,059	\$2,184,307
2036	2035	279,525	\$2,233,530
2037	2036	288,991	\$2,282,753
2038	2037	298,457	\$2,331,976
2039	2038	307,923	\$2,381,200
2040	2039	317,389	\$2,430,423
2041	2040	326,855	\$2,479,646
2042	2041	336,321	\$2,528,869
2043	2042	345,787	\$2,578,092
Total AIP Entitlement (CY 2025 - CY 2043)			\$40,566,588

Source: Evansville-Vanderburgh Airport Authority District (EVAAD), FAA Order 5100.38D, *Change 1*, FAA Reauthorization Act of 2024, CHA, 2025.

Discretionary Grants

Discretionary grants through the AIP program can be awarded annually or as a multiyear commitment to award through a FAA Letter of Intent (LOI). As previously discussed, funds through the discretionary grant program are distributed by FAA regional offices based on availability of funds and project priorities. A LOI is a commitment by the FAA to fund a large

project with defined annual funding levels distributed to an airport over several years. However, LOI’s must be submitted and approved by the FAA prior to distribution. Since discretionary grants are awarded using a ranking system as opposed to activity levels like entitlements, accurately projecting future awards can be difficult. However, prior award history can be used as a baseline to evaluate the likelihood of future award.

EVV received approximately \$98.1 million in FAA discretionary funds from 2005 to 2024³ as presented in **Table 8-8**. Most of the discretionary funding received for the Airport was attributed to runway safety area improvements from 2011 through 2013 for Runway 18-36 and Runway 04-22 decoupling and threshold relocation. More recently in 2019, \$10.8 million was awarded for apron rehabilitation and terminal building improvements.

Table 8-8 – FAA Discretionary Grant History

Calendar Year	Total AIP Discretionary Grant Funds Received
2005	\$1,768,778
2006	\$2,235,440
2007	\$2,168,101
2008	\$1,204,194
2009	\$2,668,394
2010	\$2,332,950
2011	\$18,089,457
2012	\$14,411,831
2013	\$24,149,214
2014	\$1,645,730
2015	\$1,349,474
2016	\$1,975,959
2017	\$1,837,420
2018	\$1,770,379
2019	\$10,862,050
2020	\$1,970,020
2021	\$2,040,610
2022	\$2,040,610
2023	\$2,040,610
2024	\$1,563,570
Total Discretionary Grants Received	\$98,124,790

Sources: CHA, 2025; FAA, Airport Improvement Program (AIP) Grant Histories FY 2005-2024, February 2025.

Cargo Entitlement Grants

A cargo entitlement grant is also available under the FAA AIP program. The cargo entitlement grant is available to airports with a total annual landed weight of more than 25 million pounds for all cargo aircraft. Cargo entitlements for eligible airports are calculated based on their

³ Federal Aviation Administration, Airport Improvement Program (AIP) Grant Histories FY 2005-2024, data current as of February 3, 2025.

percentage of the total landed weight. However, no airport may receive more than 8 percent of the total cargo entitlement. EVV does not currently have and is not anticipated to have a total cargo landed weight of more than 25 million pounds for all cargo aircraft during the planning horizon; therefore, EVAAD is not anticipated to receive cargo entitlement grants.

Federal Funding Requirement

As presented in **Table 8-4**, approximately \$206 million in federal funds utilizing entitlement, discretionary grants are projected to be used to fund CIP and ACIP projects during the planning horizon.

Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act (IIJA), formerly known as the Bipartisan Infrastructure Law (BIL), was passed in 2021 to provide \$25 billion for the National Airspace System (NAS). Of this money, \$5 billion was set aside for FAA facilities upgrades while the remaining \$20 billion was set aside for airport sponsors. Of the \$20 billion for airport sponsors, it was further announced that \$15 billion would be award through Airport Infrastructure Grants (AIG) and the other \$5 billion would be administered through the Airport Terminal Program (ATP) over a five-year period (through federal FY 2026). After three-years from being made available, unobligated AIG funds are considered expired and then moved into a competitive FAA Contract Tower (FCT) and AIG Funding Reallocation (AFR) programs. AIG funds are allocated based on enplanement and cargo volume, as well as based on an airport's classification in the NPIAS.

Projects that generally rank well under the program include those that are closer to construction and provide evidence and justification under the following key areas:

- ✈ Improves airfield safety
- ✈ Replaces aging facilities
- ✈ Increases capacity and passenger access
- ✈ Encourages competition
- ✈ Improvements energy efficiency
- ✈ Expands access for persons with disabilities
- ✈ Improves airport access for historically disadvantaged populations

The use of IIJA funds was not assumed as a potential funding source to fund the CIP given the uncertainty that this funding source will be available in the future; however, projects in the CIP assumed to be funded by FAA AIP funds would be eligible for IIJA funding, as IIJA follows the same eligibility requirements as the AIP program.

Funding through ATP, FCT, and AFR programs are competitive. Applications submitted under the terminal program must be submitted each year to be considered for award the following year. Funds obligated must be tied to a grant within three years, and any unobligated funds will be lost in the fourth year, with unused funds to be distributed to airports on a competitive basis. At the time of this Study, there is no indication that this program will be extended beyond FY 2026. EVAAD was awarded approximately \$3.4 million of ATP funds in FY 2022 for terminal HVAC improvements and \$2.2 million for taxiway lighting. In 2024, EVAAD was awarded \$1.4 million for apron rehabilitation at EVV.

State Grants

State funding is another funding mechanism that can be leveraged to help assist with airport development project initiatives. INDOT's Office of Aviation is responsible for administering state funds made available to airports within the Indiana State Aviation System Plan. Indiana's aviation mission is "to encourage, foster, and assist in the development of aeronautics in this state while also encouraging the establishment of airports, landing fields, and other navigation facilities". INDOT funds are derived from an Aviation Fuel Excise tax collected at a rate of \$0.20/gallon of aviation fuel purchased. INDOT provides Federal Matching Grants, splitting the local share requirement for eligible projects funded by the FAA. Grant award through the Federal Matching Grants program is based on a priority ranking system focusing on projects in order of safety, security, and economic development. State/Local grants provided by INDOT provide up to 50 percent of eligible projects. The State/Local grant program requirements are more expansive than the Federal Matching Grants program to include projects necessary to attract economic development and local commerce opportunities which are traditionally not FAA grant eligible. Typical eligible projects under the State/Local grant program include:

- ✈ Runway Extensions
- ✈ Terminal Buildings
- ✈ Hangars
- ✈ Aircraft Fuel Services

Although the INDOT State/Local grant program is more expansive and includes projects typically ineligible under the FAA grant programs, the program has not been funded since FY 2021. Therefore, in development of the CIP for the MPU, only INDOT Federal Matching Grants were considered. As shown in **Table 8-4**, over the planning horizon approximately \$15 million will be required in INDOT funds. Early coordination with INDOT is recommended prior to initiation of projects to confirm availability of funds.

Passenger Facility Charges

The collection of PFC's was authorized under Title 14 of the Code of Federal Regulations (CFR), Part 158, which is administrated by the FAA. PFCs are collected from eligible passengers (paying passengers) to fund eligible airport projects. Since 2001, the maximum PFC an airport can collect per passenger is \$4.50 (less \$0.11 airline collection fee for administration of program). An airport must submit an application to the FAA for approval to collect and use PFC's. Once approved, the FAA grants authority to an airport to impose and use a set PFC amount, with subsequent amendments to further impose or use PFC's. PFC revenues can be used as pay-as-you-go (PAYGO) or leveraged to pay debt service on bonds with a pledge on PFC revenue for the repayment of the debt. PFC revenues can also be used as part of the local match for AIP projects, which could reduce the time needed to wait for airport or state funds to become available. Projects must preserve or enhance safety, security, or capacity of the national transportation system, reduce or mitigate noise, or furnish opportunities for enhanced competition among air carriers.

All AIP eligible projects are PFC eligible; however, not all PFC eligible projects are AIP eligible. Therefore, any future changes to the AIP program also apply to the PFC program. PFC eligibility is broader to include all areas within the terminal for the movement of passengers and baggage, even those that may be revenue generating (i.e., ticket counter, holdroom, baggage makeup,

baggage claim, etc.). However, revenue producing areas within the terminal must be on a common use system and not exclusively leased or used. Other projects that are commonly funded by PFCs relate to the movement of passengers, including terminal roadways and airport people movers (APM’s). Every project that the airport seeks to fund with PFCs must be approved with a PFC application. Guidance can be found in Order 5500.1, *Passenger Facility Charge*, dated August 9, 2001.

EVV is currently approved to impose and collect PFC’s at \$4.50 per enplaned passenger with a total PFC collection approval of approximately \$13.7 million. This PFC approval is set to expire on April 1, 2026. The draft FY 2024 financial statements indicate EVV has approximately \$81 thousand in PFCs. The PFC balance is attributed to the Airport pledging PFC revenues under PFC Application #4 to cover principal and interest payments for a 2017 line of credit for terminal improvements. PFCs were anticipated to be used the fund the CIP upon expiration of the 2017 Terminal line of credit in 2034.

To fund ACIP/CIP projects, \$19 million is anticipated to be needed in PFCs throughout the planning horizon, which is primarily attributed to the Concourse B Expansion. EVV is projected to receive approximately \$23 million in PFCs throughout the planning horizon based on the forecast of enplaned passengers (under the assumption that 97 percent of enplaned passengers will be eligible for PFC collection) as presented in **Table 8-9**.

Table 8-9 – PFC Projection

Forecast Year (Fiscal Year)	Enplaned Passengers	Total PFCs (\$4.50 per paying passenger)
2023	165,933	\$706,592
2024	175,399	\$746,902
2025	184,865	\$787,211
2026	194,331	\$827,520
2027	203,797	\$867,829
2028	213,263	\$908,138
2029	222,729	\$948,447
2030	232,195	\$988,756
2031	241,661	\$1,029,065
2032	251,127	\$1,069,374
2033	260,593	\$1,109,683
2034	270,059	\$1,149,992
2035	279,525	\$1,190,301
2036	288,991	\$1,230,610
2037	298,457	\$1,270,919
2038	307,923	\$1,311,229
2039	317,389	\$1,351,538
2040	326,855	\$1,391,847
2041	336,321	\$1,432,156
2042	345,787	\$1,472,465
2043	355,244	\$1,512,736
Total PFCs (FY 2023 - FY 2043)		\$23,303,308

Sources: CHA, 2025; FAA, 2025.

Revenue Bond Proceeds and Loans

General Airport Revenue Bonds (GARBs) can be used to improve, expand, or build future improvements at an airport. GARBs are secured by the pledge of net airport revenues and proceeds from GARBs can be used to fund projects today without having to wait for the Airport to have all the funds necessary to build improvements. As previously mentioned, PFC bonds can also be issued to pay for future improvements which carry a pledge on PFCs. Double-barreled bonds are payable from both airport net revenues and PFCs. Typically, bonds are issued over 30-years, and the interest rate will depend on the bond rating from rating agencies and the market. Prior to the issuance of bonds, an airport submits a “Feasibility Report” which rating agencies will use to evaluate the Airport’s development initiatives and future financial projections to determine an interest rate based on the rating of the bond.

At the time of this report, the EVAAD does not have any outstanding bonds. However, EVAAD has two lines of credit (a 2017 terminal loan and 2019 solar panel loan) with a yearly payment including principal and interest of approximately \$1.4 million (FY 2024). The 2017 terminal loan matures in January 2034, and the 2019 solar panel loan matures in January 2040. The 2017 terminal loan carries a pledge of PFCs, and the 2019 solar panel loan carries a pledge of parking revenue.

For this planning level analysis, a GARB issuance or loan of approximately \$15 million was assumed in FY 2029 to expand the solar covered lots. In FY 2035, approximately \$38 million was assumed to fund the construction of a parking garage, given financial commitment. Similar to the 2019 solar panel loan, the solar covered lot and parking garage would likely require a pledge of airport revenues. Future coordination with a financial advisor should be initiated prior to EVAAD leveraging debt to pay for future improvements at EVV.

Customer Facility Charge (CFC)

A CFC is a charge imposed by an airport which is collected and remitted by rental car companies upon a rental car customer renting a vehicle at the Airport. A CFC is a user fee that can be imposed per rental car transaction or per rental car transaction day. Airports may choose to cap the total CFC a rental car customer is charged based on the number of days the customer rents a car. CFCs are also not a fixed charge and can be adjusted by an airport to provide adequate revenue to maintain or build rental car facilities. Some states have enacted regulations regarding how much CFCs can be charged at an airport to ensure the fees are just and reasonable.

CFC revenue is used to fund capital improvement projects related to rental car related facilities such as a consolidated rental car facility (ConRACs) or roadways to rental car facilities. In addition, CFCs can be used to pay the operating expenses related to the operation and maintenance of rental car facilities. Like PFCs, CFCs can be used on a PAYGO basis or leveraged to pay debt service on bonds with a pledge on CFC revenue for the repayment of the debt. EVV has a CFC rate of \$4.50 per day when an individual rents a car. The draft FY 2024 financial statement shows the Airport having approximately \$2.5 million in CFCs. For the CIP, approximately \$26 million in CFCs are expected to be used to fund the Rental Car Ready and Return Lot expansion in 2041, as shown in **Table 8-4**. However, additional CFCs are likely to be required for the maintenance and operation of the rental car facilities at EVV.

Tenant or Third-Party

Certain projects are best served to be funded by a tenant or third-party when eligibility is not obtainable, probability of grant award is low, or to quickly advance the development timeline. Furthermore, the use of airport funds may not be feasible given the financial investment requirement, or a return of investment cannot be obtained in a reasonable timeframe. Typically, likely candidates for tenant or third-party funding could include hangars, fixed-base operator (FBO) facilities, revenue generating facilities, parking facilities, or construction of facilities on tenant leaseholds. A total of approximately \$20 million is expected to be funded by tenants or a third-party for GA and cargo development and rental car QTA expansion, as shown in **Table 8-4**.

Airport Funds

As previously discussed, the Airport is owned and operated by EVAAD, a separate governmental entity which has financial and policymaking responsibility including its budget which is approved annually by the County Council. Revenues that remain after operating and maintenance (O&M) expenses, outstanding debt service payments, and transfers to other airport accounts are considered one component of airport funds. The next component of airport revenues come from property taxes levied by the County and distributed to the Airport in June and December each fiscal year. The Airport's funds are often used to pay the local match for AIP projects. More airport funds may be required to cover ineligible AIP portions of projects after state grants or other funding mechanisms are exhausted. To fund the CIP or ACIP, a total of \$39 million in airport funds (i.e., cash which excludes GARBs) will be used to fund projects as shown in **Table 8-4**.

8.4.4 Operating and Maintenance Expenses

Operating and Maintenance (O&M) expenses at EVV are broken down into several categories, with the majority of O&M expenses representing salary and wages, employee benefits, contractual services, supplies, insurance, and the golf course. Construction of new facilities at the airport may increase O&M expenses, or the replacement of aging facilities with higher maintenance costs with new facilities may decrease future O&M expenses (i.e., reconstructing pavement to reduce maintenance or a facility with antiquated building systems with new energy efficient systems). The construction of facilities, such as the concourse expansion, is expected to increase the Airport's future O&M expenses due to a larger overall terminal footprint.

8.4.5 Non-Airline Revenue

Non-airline revenues represent revenues received and generated from activity not related to fees charged as part of an Airline Agreement or Rates by Ordinance (i.e., landing fees, aircraft servicing, or terminal rentals). When an airport operates under a Rates by Ordinance agreement, rates are automatically calculated and set for any airline who wishes to operate within a city or county. Some common sources of non-airline revenues may include concessions, parking, rental car fees, fuel flowage fees, revenues from GA facilities, interest income, and other reimbursements. To determine if a revenue source represents non-airline revenue, one can consult the rate setting methodologies included in the Airline Agreements or ordinance. As previously mentioned, the Airport does have a 2019 line of credit for solar panels which carry a pledge of parking revenues which reduces non-airline revenues in the amount to cover principal and interest payments.

The development of facilities anticipated to increase non-airline revenues at EVV includes the Concourse B expansion, complete with additional concession space and parking revenue from

the parking expansion. In addition, GA and non-aeronautical development is anticipated to increase non-airline revenue. The ground lease of available parcels and the additional activity generated from GA operations will further increase the airport's financial position.

8.4.6 Airline Revenue

Revenues generated under an Airline Agreement or Ordinance which are payable by the airlines are earmarked as airline revenues. Typical airline revenues may include landing fees or terminal rentals which are calculated based on the rate setting methodology found in an Airline Agreement, Operating Permit, or Ordinance. Landing rates or terminal rental rates are often a factor of allocating costs such as O&M expenses, O&M reserve requirements, debt service, debt service coverage, improvement accounts, and/or ongoing renewal and replacement accounts to respective cost centers. Once costs are allocated to cost centers, traditionally, the total requirement is divided by the estimated total landed weight at the airport (for landing fee per ton) or the leasable square footage (for terminal rental rate per square footage) within the terminal to determine the fee charged to airlines. Airlines which do not have a signed agreement with the airport known as non-signatory airlines may be charged a premium. In certain rate setting methodologies, the airline rates may be reduced by certain non-airline revenues to offset the cost to airlines.

8.4.7 Financial Analysis Conclusion

The financial analysis presented in this chapter represents a potential funding plan for the implementation of the ACIP and CIP projects. Based on the forecast for airport activity, EVAAD has resources available to meet the funding requirements for implementation of the ACIP and CIP. However, cost estimates will need to be reevaluated, and scope adjustments might need to be made to fit projects into the Airport's existing ACIP plan during the planning horizon. As the Airport nears implementation of the ACIP and CIP projects, the financial feasibility of these projects should be reevaluated. Funding considerations and assumptions made as part of the financial analysis and as detailed below should be continually monitored:

- ✈ **Tracking project cost changes:** Cost estimates created as part of the MPU were preliminary planning level cost estimates for inclusion into the Airport's CIP and were made using cost assumptions at the time of this report. Some common examples of situations that may result in project cost changes may include inflation fluctuations, project schedule or scope adjustments, or delay/advancement of a project.
- ✈ **Enplaned passenger/traffic growth:** The funding plan was established using future projections for airport activity created as part of the forecast developed for the MPU (**See Chapter 3**). Actual airport activity will likely vary from the airport activity projections. Considerable changes in actual enplaned passengers or airport operations may result in changes in airport revenues and/or funding availability.
- ✈ **Funding availability:** To afford the CIP and ACIP, FAA discretionary funds were necessary, given that this is a competitive grant award, coordination with the FAA should be often and frequent to confirm grant availability. The funding plan assumes that federal and/or state grants will continue to be available or authorized at the same level at the time of this report. If levels of funding vary, alternate funding sources may need to be used to fund future airport development projects. On the contrary, EVV could pursue and obtain

alternative funding sources to reduce the airport's funding share. Furthermore, new funding sources not historically available, for example the recently passed BIL program could significantly change the airports funding availability and could provide for the opportunity to advance future development. In addition, the reduction in the use of EVV funds could be used to fund new future airport development initiatives.

- ✈ **PFC use and availability:** At the time of the report, the current maximum PFC that can be charged is \$4.50 (minus a \$0.11 fee to airlines for administration of the PFC). Airport industry groups since the enactment of the FAA reauthorization bill in 2012 and most recently in the 2024 reauthorization have requested that the FAA further increase the maximum PFC level to support airport development initiatives. Future reauthorizations may increase the maximum PFC, significantly increasing funding availability. More PFC collections could provide the opportunity to advance projects or could reduce EVV's local share requirement.

The implementation of the CIP projects presented in this chapter are anticipated to occur when demand necessitates based on PALs. Therefore, if actual demand surpasses or delays the forecast, the development timeline should shift as well. Initiating development, which is tied to airport activity, is a key benchmark to ensure airport revenues are available and financial resources are used diligently. Future stakeholder coordination with federal and state agencies to confirm funding readiness, should be established early in the development process when outside funds are to be used to finance projects or when development may affect charges to airlines. Although airport charges are not the largest airline cost center, airlines have limited resources and deploy capacity to achieve their highest return. Therefore, airlines should also be well-informed of the Airports future ambitions and requirements.

**APPENDIX A – ROUGH ORDER OF MAGNITUDE COST
ESTIMATES**

DRAFT

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Runway 9-27 Taxiway Conversation

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 225,000.00	\$ 225,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 225,000.00	\$ 225,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 113,000.00	\$ 113,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 375,000.00	\$ 375,000.00
5	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (5%)	LSUM	1	\$ 188,000.00	\$ 188,000.00
6	-	CONTINGENCY (20%)	LSUM	1	\$ 749,000.00	\$ 749,000.00

SUBTOTAL = \$ 1,875,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	P-101	PAVEMENT REMOVAL, FULL DEPTH, ASPHALT ON PCC	SYS	36,750	\$ 10.00	\$ 367,500.00
1002	P-101	REMOVE UNDERDRAIN	LFT	7,000	\$ 10.00	\$ 70,000.00
1003	P-101	REMOVE RUNWAY LIGHTS	EA	32	\$ 5,000.00	\$ 160,000.00
1004	P-101	REMOVE CABLE AND CONDUIT IN TRENCH	LFT	7,000	\$ 5.00	\$ 35,000.00
1005	P-152	EARTHWORK	CYD	22,000	\$ 25.00	\$ 550,000.00
1006	PST	CHEMICAL STABILIZED SUBGRADE	SYD	10,100	\$ 30.00	\$ 303,000.00
1007	P-209	CRUSHED AGGREGATE SUBBASE, 8-INCH	SYD	10,100	\$ 100.00	\$ 1,010,000.00
1008	P-401	BITUMINOUS BASE COURSE	TONS	3,700	\$ 125.00	\$ 462,500.00
1009	P-401	BITUMINOUS SURFACE COURSE	TONS	3,000	\$ 150.00	\$ 450,000.00
1010	P-620	PAVEMENT MARKING - YELLOW	SFT	1,700	\$ 4.00	\$ 6,800.00
1011	P-620	PAVEMENT MARKING - BLACK	SFT	3,400	\$ 3.00	\$ 10,200.00
1012	P-620	PAVEMENT MARKING - RED	SFT	1,400	\$ 2.00	\$ 2,800.00
1013	P-620	PAVEMENT MARKING - WHITE	SFT	300	\$ 3.00	\$ 30,600.00
1014	P-620	REMOVE RUNWAY MARKING - WHITE	SFT	10,200	\$ 2.00	\$ 11,600.00
1015	D-705	UNDERDRAIN, 6 INCH	LFT	5,800	\$ 20.00	\$ 116,000.00
1016	L-108	1/C #8 5KV TYPE C CABLE IN CONDUIT	LFT	5,800	\$ 5.00	\$ 29,000.00

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1017	L-110	#6 BARE COUNTERPOISE WIRE	LFT	5,800	\$ 5.00	\$ 29,000.00
1018	L-110	2-INCH Sch. 40 PVC CONDUIT IN TRENCH	LFT	5,800	\$ 20.00	\$ 6,000.00
1019	T-901	SEEDING	KSF	300	\$ 45.00	\$ 13,500.00
1020	T-908	MULCHING	SYS	32,400	\$ 0.50	\$ 16,200.00
1021	LST	RELOCATE GUIDANCE SIGN	EA	10	\$ 3,500.00	\$ 35,000.00
1022	DST	INSTALL TAXIWAY EDGE LIGHT/TRANSFORMER	EA	32	\$ 900.00	\$ 28,800.00

SUBTOTAL = \$ 3,743,000.00

CONSTRUCTION TOTAL = \$ 5,618,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 562,000.00	\$ 562,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 562,000.00	\$ 562,000.00

SUBTOTAL = \$ 1,124,000.00

PROJECT TOTAL = \$ 6,742,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Taxiway Improvements

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 280,000.00	\$ 280,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 280,000.00	\$ 280,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 140,000.00	\$ 140,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 466,000.00	\$ 466,000.00
5	MST-05	CONTRACTOR QUALITY CONTROL PROGRAM (5%)	LSUM	1	\$ 233,000.00	\$ 233,000.00
6	-	CONTINGENCY (20%)	LSUM	1	\$ 932,000.00	\$ 932,000.00

SUBTOTAL = \$ 2,331,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	P-101	PAVEMENT REMOVAL, FULL DEPTH, ASPHALT ON PCC	SYD	53,600	\$ 10.00	\$ 536,000.00
1002	P-101	REMOVE UNDERDRAIN	LFT	32,300	\$ 10.00	\$ 323,000.00
1003	P-101	REMOVE CABLE AND CONDUIT IN TRENCH	LFT	32,300	\$ 5.00	\$ 161,500.00
1004	PST	CHEMICAL STABILIZED SUBGRADE	SYD	9,900	\$ 30.00	\$ 297,000.00
1005	P-209	CRUSHED AGGREGATE SUBBASE, 8-INCH	SYD	9,900	\$ 100.00	\$ 990,000.00
1006	P-401	BITUMINOUS BASE COURSE	TONS	3,500	\$ 125.00	\$ 437,500.00
1007	P-401	BITUMINOUS SURFACE COURSE	TONS	2,900	\$ 150.00	\$ 435,000.00
1008	P-620	PAVEMENT MARKINGS	SFT	375	\$ 4.00	\$ 1,500.00
1009	D-751	UNDERDRAIN, 6 IN	LFT	1,650	\$ 20.00	\$ 33,000.00
1010	L-108	1/C #8 5KV TYPE C CABLE IN CONDUIT	LFT	32,300	\$ 5.00	\$ 161,500.00
1011	L-110	#6 BARE COUNTERPOISE WIRE (DEB)	LFT	32,300	\$ 5.00	\$ 161,500.00
1012	L-110	2-INCH Sch. 40 PVC CONDUIT IN TRENCH	LFT	32,300	\$ 30.00	\$ 969,000.00
1013	LST	RELOCATE TAXIWAY LIGHTS	EA	200	\$ 750.00	\$ 150,000.00

SUBTOTAL = \$ 4,657,000.00

CONSTRUCTION TOTAL = \$ 6,988,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 699,000.00	\$ 699,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 699,000.00	\$ 699,000.00

SUBTOTAL = \$ 1,398,000.00

PROJECT TOTAL = \$ 8,386,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Taxiway Improvements

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 280,000.00	\$ 280,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 280,000.00	\$ 280,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 140,000.00	\$ 140,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 466,000.00	\$ 466,000.00
5	MST-05	CONTRACTOR QUALITY CONTROL PROGRAM (5%)	LSUM	1	\$ 233,000.00	\$ 233,000.00
6	-	CONTINGENCY (20%)	LSUM	1	\$ 932,000.00	\$ 932,000.00

SUBTOTAL = \$ 2,331,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	P-101	PAVEMENT REMOVAL, FULL DEPTH, ASPHALT ON PCC	SYD	53,600	\$ 10.00	\$ 536,000.00
1002	P-101	REMOVE UNDERDRAIN	LFT	32,300	\$ 10.00	\$ 323,000.00
1003	P-101	REMOVE CABLE AND CONDUIT IN TRENCH	LFT	32,300	\$ 5.00	\$ 161,500.00
1004	PST	CHEMICAL STABILIZED SUBGRADE	SYD	9,900	\$ 30.00	\$ 297,000.00
1005	P-209	CRUSHED AGGREGATE SUBBASE, 8-INCH	SYD	9,900	\$ 100.00	\$ 990,000.00
1006	P-401	BITUMINOUS BASE COURSE	TONS	3,500	\$ 125.00	\$ 437,500.00
1007	P-401	BITUMINOUS SURFACE COURSE	TONS	2,900	\$ 150.00	\$ 435,000.00
1008	P-620	PAVEMENT MARKINGS	SFT	375	\$ 4.00	\$ 1,500.00
1009	D-751	UNDERDRAIN, 6 IN	LFT	1,650	\$ 20.00	\$ 33,000.00
1010	L-108	1/C #8 5kV TYPE C CABLE IN CONDUIT	LFT	32,300	\$ 5.00	\$ 161,500.00
1011	L-110	#6 BARE COUNTERPOISE WIRE (DEB)	LFT	32,300	\$ 5.00	\$ 161,500.00
1012	L-110	2-INCH Sch. 40 PVC CONDUIT IN TRENCH	LFT	32,300	\$ 30.00	\$ 969,000.00
1013	LST	RELOCATE TAXIWAY LIGHTS	EA	200	\$ 750.00	\$ 150,000.00

SUBTOTAL = \$ 4,657,000.00

CONSTRUCTION TOTAL = \$ 6,988,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 699,000.00	\$ 699,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 699,000.00	\$ 699,000.00

SUBTOTAL = \$ 1,398,000.00

PROJECT TOTAL = \$ 8,386,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Straightening of Taxiway C

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 155,000.00	\$ 155,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 155,000.00	\$ 155,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 78,000.00	\$ 78,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 258,000.00	\$ 258,000.00
5	MST-05	CONTRACTOR QUALITY CONTROL PROGRAM (5%)	LSUM	1	\$ 129,000.00	\$ 129,000.00
6	-	CONTINGENCY (20%)	LSUM	1	\$ 516,000.00	\$ 516,000.00

SUBTOTAL = \$ 1,291,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	P-101	PAVEMENT REMOVAL, FULL DEPTH, PCC	SYS	4,730	\$ 30.00	\$ 141,900.00
1002	P-101	PAVEMENT REMOVAL, FULL DEPTH, ASPHALT ON PCC	SYS	12,080	\$ 20.00	\$ 241,600.00
1003	P-152	EARTHWORK	CYD	15,000	\$ 25.00	\$ 375,000.00
1004	SP-27	TREATED SUBGRADE	SYD	9,080	\$ 30.00	\$ 272,400.00
1005	P-155	EROSION CONTROL	LSUM	1	\$ 30,000.00	\$ 30,000.00
1006	P-209	CRUSHED AGGREGATE BASE	CYD	3,020	\$ 100.00	\$ 302,000.00
1007	P-401	BITUMINOUS SURFACE COURSE	TON	1,140	\$ 150.00	\$ 171,000.00
1008	P-401	BITUMINOUS INTERMEDIATE COURSE	TON	1,710	\$ 125.00	\$ 213,750.00
1009	P-401	BITUMINOUS BASE COURSE	TON	4,560	\$ 110.00	\$ 501,600.00
1010	P-620	PAVEMENT MARKING - YELLOW	SFT	4,640	\$ 5.00	\$ 23,200.00
1011	P-620	PAVEMENT MARKING - BLACK	SFT	7,200	\$ 3.00	\$ 21,600.00
1012	P-620	PAVEMENT MARKING - RED	SFT	140	\$ 5.00	\$ 700.00
1013	P-620	PAVEMENT MARKING - WHITE	SFT	80	\$ 3.00	\$ 240.00
1014	D-705	UNDERDRAIN, 6 INCH	LFT	3,080	\$ 20.00	\$ 61,600.00
1015	L-108	1/C #8 5KV TYPE C CABLE IN CONDUIT	LFT	6,000	\$ 3.00	\$ 18,000.00
1016	L-110	#6 BARE COUNTERPOISE WIRE (DEB)	LFT	3,000	\$ 4.00	\$ 12,000.00
1017	L-110	2-INCH Sch. 40 PVC CONDUIT IN TRENCH	LFT	3,000	\$ 40.00	\$ 120,000.00
1018	T-901	SEEDING	KSF	250	\$ 65.00	\$ 16,250.00
1019	T-901	MULCHING	SYD	26,850	\$ 0.50	\$ 13,425.00
1020	LST	RELOCATE TAXIWAY EDGE LIGHT/TRANSFORMER TO NEW BASE CAN	EA	31	\$ 750.00	\$ 23,250.00

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1021	LST	RELOCATE GUIDANCE SIGN	EA	1	\$ 3,500.00	\$ 3,500.00
1022	DST	REMOVE TAXIWAY EDGE LIGHTS	EA	32	\$ 500.00	\$ 16,000.00
1023	DST	REMOVE 2' PVC CONDUIT, CABLE, AND COUNTERPOISE	EA	32	\$ 10.00	\$ 320.00

SUBTOTAL = \$2,580,000.00

CONSTRUCTION TOTAL = \$3,871,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001		DESIGN (10%)	LSUM	1	\$ 388,000.00	\$ 388,000.00
2002		BID PHASE (10%)	LSUM	1	\$ 388,000.00	\$ 388,000.00

SUBTOTAL = \$ 776,000.00

PROJECT TOTAL = \$4,647,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
87 LF Roadway and Teminal Curb Expansion

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 18,000.00	\$ 18,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 18,000.00	\$ 18,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 9,000.00	\$ 9,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 29,000.00	\$ 29,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 58,000.00	\$ 58,000.00

SUBTOTAL = \$ 132,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	INDOT 201	TREE, 6-INCH, REMOVE	EACH	3	\$ 150.00	\$ 450.00
1002	INDOT 202	CURB, REMOVE	LFT	210	\$ 15.00	\$ 3,150.00
1003	INDOT 202	SIDEWALK, CONCRETE, REMOVE	SYS	210	\$ 6.00	\$ 1,260.00
1004	INDOT 203	EARTHWORK	CYD	15	\$ 200.00	\$ 3,000.00
1005	INDOT 301	COMPACTED AGGREGATE, No. 53, 6-INCH	CYD	110	\$ 100.00	\$ 11,000.00
1006	INDOT 401	QC/QA-HMA, 2, 64-22, BASE	TON	40	\$ 200.00	\$ 8,000.00
1007	INDOT 401	QC/QA-HMA, 2, 64-22, INTERMEDIATE	TON	50	\$ 200.00	\$ 10,000.00
1008	INDOT 401	QC/QA-HMA, 2, 64-22, SURFACE	TON	60	\$ 225.00	\$ 13,500.00
1009	INDOT 604	SIDEWALK, CONCRETE	SYS	260	\$ 100.00	\$ 26,000.00
1010	INDOT 605	CURB CONCRETE	LFT	210	\$ 35.00	\$ 7,350.00
1011	INDOT 621	SODDING	SYS	100	\$ 8.00	\$ 800.00
1012	INDOT 802	SIGN, SHEET, WITH, SUPPORTS, RELOCATION	EACH	1	\$ 250.00	\$ 250.00
1013	INDOT 808	LINE, PAINT, WHITE, 4 IN., 50% APPLICATION	LFT	210	\$ 2.00	\$ 420.00
1014	INDOT 808	LINE, PAINT, WHITE, 4 IN., 100% APPLICATION	LFT	210	\$ 2.00	\$ 420.00
1015	INDOT 808	LINE, PAINT, YELLOW, 4 IN	LFT	210	\$ 3.00	\$ 630.00
1016	-	RELOCATION OF UTILITIES	LSUM	1	\$ 200,000.00	\$ 200,000.00

SUBTOTAL = \$ 287,000.00

CONSTRUCTION TOTAL = \$ 419,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 42,000.00	\$ 42,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 42,000.00	\$ 42,000.00

SUBTOTAL = \$ 84,000.00

PROJECT TOTAL = \$ 503,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Economy Lot Expansions - Phase 3

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (5%)	LSUM	1	\$ 85,000.00	\$ 85,000.00
2	MST-02	CONSTRUCTION ENGINEERING (5%)	LSUM	1	\$ 85,000.00	\$ 85,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 51,000.00	\$ 51,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 169,000.00	\$ 169,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 337,000.00	\$ 337,000.00

SUBTOTAL = \$ 727,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	INDOT 201	TOP SOIL REMOVAL	CYS	50	\$ 25.00	\$ 1,250.00
1002	INDOT 202	TREE REMOVAL	EA	15	\$ 250.00	\$ 3,750.00
1003	INDOT 202	CONCRETE CURB	LFT	850	\$ 20.00	\$ 17,000.00
1004	INDOT 202	CURB TURNOUT REMOVAL	LFT	2	\$ 500.00	\$ 1,000.00
1006	INDOT 202	ASPHALT PAVEMENT REMOVAL, FULL DEPTH	SYS	1,000	\$ 30.00	\$ 30,000.00
1007	INDOT 202	CONCRETE PAVEMENT REMOVAL, FULL DEPTH	SYS	800	\$ 50.00	\$ 40,000.00
1005	INDOT 202	SIGN REMOVAL	EA	10	\$ 300.00	\$ 3,000.00
1006	INDOT 202	TOLL PLAZA BUILDING REMOVAL	LS	1	\$ 50,000.00	\$ 50,000.00
1007	INDOT 202	WATER SERVICE LINE REMOVAL	LFT	50	\$ 35.00	\$ 1,750.00
1008	INDOT 202	SANITARY SEWER LATERAL REMOVAL	LFT	230	\$ 30.00	\$ 6,900.00
1009	INDOT 202	SANITARY SEWER CLEANOUT REMOVAL	EA	2	\$ 60.00	\$ 120.00
1010	INDOT 202	PARKING BUMPERS	EA	20	\$ 100.00	\$ 2,000.00
1011	INDOT 203	EARTHWORK	CYS	500	\$ 40.00	\$ 20,000.00
1012	INDOT 205	INLET PROTECTION	EA	5	\$ 300.00	\$ 1,500.00
1013	INDOT 205	SILT FENCE	LFT	100	\$ 5.00	\$ 500.00
1014	INDOT 205	SEEDING	SYS	1,200	\$ 2.00	\$ 2,400.00
1015	INDOT 205	ROCK MULCH	SYS	200	\$ 7.00	\$ 1,400.00
1016	INDOT 215	CHEMICAL MODIFICATION OF SOILS	SYS	6,000	\$ 30.00	\$ 180,000.00
1017	INDOT 301	NO. 53 AGGREGATE BASE COURSE, 6-INCH	CYS	1,000	\$ 100.00	\$ 100,000.00
1018	INDOT 401	QC/QA-HMA, SURFACE	TON	400	\$ 130.00	\$ 52,000.00
1019	INDOT 401	QC/QA-HMA, INTERMEDIATE	TON	100	\$ 150.00	\$ 15,000.00
1020	INDOT 401	QC/QA-HMA, BASE	TON	900	\$ 110.00	\$ 99,000.00
1021	INDOT 501	PCCP, 6-INCH	SYS	1,600	\$ 100.00	\$ 160,000.00
1022	INDOT 604	SIDEWALK, CONCRETE	SYS	400	\$ 100.00	\$ 40,000.00
1023	INDOT 604	DETECTABLE WARNING ELEMENT	SYS	5	\$ 220.00	\$ 1,100.00
1024	INDOT 605	CONCRETE CURB	LFT	1,200	\$ 35.00	\$ 42,000.00
1025	INDOT 605	CONCRETE CURB, TYPE B, SLOPING	LFT	700	\$ 50.00	\$ 35,000.00
1026	INDOT 605	CURB AND GUTTER, CONCRETE	LFT	400	\$ 40.00	\$ 16,000.00
1027	INDOT 808	LINE, PAINT, SOLID, WHITE, 4 INCH	LFT	3,100	\$ 2.00	\$ 6,200.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Economy Lot Expansions - Phase 3

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1028	26001	ELECTRICAL WORK	LSUM	1	\$ 250,000.00	\$ 250,000.00
1029	33000	TOLL PLAZA BUILDING	LSUM	1	\$ 500,000.00	\$ 500,000.00
1031	329300	SHRUBS, PARKING AREA	EA	11	\$ 200.00	\$ 2,200.00

SUBTOTAL = \$ 1,682,000.00

CONSTRUCTION TOTAL = \$ 2,409,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1		DESIGN (10%)	LSUM	1	\$ 241,000.00	\$ 241,000.00
2		BID PHASE (10%)	LSUM	1	\$ 241,000.00	\$ 241,000.00

SUBTOTAL = \$ 482,000.00

PROJECT TOTAL = \$2,891,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Economy Lot Expansions - Phase 2

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 61,000.00	\$ 61,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 61,000.00	\$ 61,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 31,000.00	\$ 31,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 102,000.00	\$ 102,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 204,000.00	\$ 204,000.00

SUBTOTAL = \$ 459,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	INDOT 201	TOP SOIL REMOVAL	CYS	500	\$ 25.00	\$ 12,500.00
1004	INDOT 202	CURB AND GUTTER REMOVAL	LFT	400	\$ 20.00	\$ 8,000.00
1005	INDOT 202	CURB TURNOUT REMOVAL	LFT	2	\$ 500.00	\$ 1,000.00
1008	INDOT 202	SIGN REMOVAL	EA	10	\$ 300.00	\$ 3,000.00
1013	INDOT 202	PARKING BUMPERS	EA	37	\$ 100.00	\$ 3,700.00
1014	INDOT 203	EARTHWORK	CYS	500	\$ 40.00	\$ 20,000.00
1015	INDOT 205	INLET PROTECTION	EA	5	\$ 300.00	\$ 1,500.00
1016	INDOT 205	SILT FENCE	LFT	100	\$ 5.00	\$ 500.00
1017	INDOT 205	SEEDING	SYS	1,200	\$ 2.00	\$ 2,400.00
1018	INDOT 205	ROCK MULCH	SYS	300	\$ 7.00	\$ 2,100.00
1019	INDOT 215	CHEMICAL MODIFICATION OF SOILS	SYS	8,000	\$ 30.00	\$ 240,000.00
1020	INDOT 301	NO. 53 AGGREGATE BASE COURSE, 6-INCH	CYS	1,300	\$ 100.00	\$ 130,000.00
1021	INDOT 401	QC/QA-HMA, SURFACE	TON	700	\$ 130.00	\$ 91,000.00
1023	INDOT 401	QC/QA-HMA, BASE	TON	1,600	\$ 110.00	\$ 176,000.00
1027	INDOT 605	CONCRETE CURB	LFT	600	\$ 35.00	\$ 21,000.00
1028	INDOT 605	CONCRETE CURB, TYPE B, SLOPING	LFT	700	\$ 50.00	\$ 35,000.00
1030	INDOT 808	LINE, PAINT, SOLID, WHITE, 4 INCH	LFT	6,000	\$ 2.00	\$ 12,000.00
1031	26001	ELECTRICAL WORK	LSUM	1	\$ 250,000.00	\$ 250,000.00
1034	329300	SHRUBS, PARKING AREA	EA	28	\$ 200.00	\$ 5,600.00

SUBTOTAL = \$ 1,016,000.00

CONSTRUCTION TOTAL = \$ 1,475,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1		DESIGN (10%)	LSUM	1	\$ 148,000.00	\$ 148,000.00
2		BID PHASE (10%)	LSUM	1	\$ 148,000.00	\$ 148,000.00

SUBTOTAL = \$ 296,000.00

PROJECT TOTAL = \$1,771,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Satelite Surface Lot Adjacent to ATCT

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 63,000.00	\$ 63,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 63,000.00	\$ 63,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 32,000.00	\$ 32,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 105,000.00	\$ 105,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 209,000.00	\$ 209,000.00

BASE BID TOTAL = \$ 472,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	INDOT 201	TREE, 10-INCH, REMOVE	EA	2	\$ 250.00	\$ 500.00
1002	INDOT 202	CURB, REMOVE	LFT	150	\$ 15.00	\$ 2,250.00
1003	INDOT 203	EARTHWORK	CYD	100	\$ 40.00	\$ 4,000.00
1004	INDOT 207	SUBGRADE TREATMENT, TYPE IBC, 14-INCH	SYS	8,600	\$ 30.00	\$ 258,000.00
1005	INDOT 301	COMPACTED AGGREGATE, No. 53, 6-INCH	CYD	1,500	\$ 100.00	\$ 150,000.00
1006	INDOT 401	QC/QA-HMA, 2, 64-22, BASE	TON	1,400	\$ 110.00	\$ 154,000.00
1007	INDOT 401	QC/QA-HMA, 2, 64-22, SURFACE	TON	1,000	\$ 130.00	\$ 130,000.00
1008	INDOT 604	SIDEWALK, CONCRETE	SYS	340	\$ 100.00	\$ 34,000.00
1009	INDOT 605	CURB, CONCRETE	LFT	970	\$ 35.00	\$ 33,950.00
1010	INDOT 622	LANDSCAPE	SYS	70	\$ 1,000.00	\$ 70,000.00
1011	INDOT 802	SIGN, SHEET, WITH SUPPORT, RELOCATE	EA	4	\$ 250.00	\$ 1,000.00
1012	INDOT 808	LINE, PAINT, WHITE	LFT	2,200	\$ 2.00	\$ 4,400.00
1013	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, ADA PARKING SYMBOL	EA	15	\$ 100.00	\$ 1,500.00
1014	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, LANE INDICATION ARROW	EA	8	\$ 100.00	\$ 800.00
1015	-	RELOCATION OF UTILITIES	LSUM	1	\$ 200,000.00	\$ 200,000.00

SUBTOTAL \$1,044,400.00

CONSTRUCTION COST = \$1,516,400.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 152,000.00	\$ 152,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 152,000.00	\$ 152,000.00

SUBTOTAL = \$ 304,000.00

PROJECT TOTAL = \$ 1,820,400.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
RENTAL CAR LOT EXPANSION

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: July 8, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 500,000.00	\$ 500,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 500,000.00	\$ 500,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 250,000.00	\$ 250,000.00
4	MST-04	MOBILIZATION/DEMobilIZATION (10%)	LSUM	1	\$ 832,000.00	\$ 832,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 1,664,000.00	\$ 1,664,000.00

BASE BID TOTAL = \$ 3,746,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	PST-01	SOLAR CANOPIES	LSUM	1	\$ 6,000,000.00	\$ 6,000,000.00
1002	INDOT 201	TREE, 6 IN., REMOVE	EA	5	\$ 500.00	\$ 2,500.00
1003	INDOT 201	TREE, 10-INCH, REMOVE	EA	3	\$ 600.00	\$ 1,800.00
1004	INDOT 203	EARTHWORK	LSUM	1	\$ 100,000.00	\$ 100,000.00
1005	INDOT 207	SUBGRADE TREATMENT, TYPE IBC, 14-INCH	SYS	1,630	\$ 30.00	\$ 48,900.00
1006	INDOT 301	COMPACTED AGGREGATE, No. 53, 6-INCH	CYD	1,100	\$ 100.00	\$ 110,000.00
1007	INDOT 401	QC/QA-HMA, 2, 64-22, BASE	TON	1,200	\$ 110.00	\$ 132,000.00
1008	INDOT 401	QC/QA-HMA, 2, 64-22, SURFACE	TON	800	\$ 130.00	\$ 104,000.00
1009	INDOT 605	CURB AND GUTTER, CONCRETE	LFT	4,300	\$ 25.00	\$ 107,500.00
1010	INDOT 621	SODDING	SYS	230	\$ 8.00	\$ 1,840.00
1011	INDOT 715	DRAINAGE PIPE	LFT	1,000	\$ 100.00	\$ 100,000.00
1012	INDOT 720	DRAINAGE MANHOLE	EA	10	\$ 10,000.00	\$ 100,000.00
1013	INDOT 732	RETAINING WALL	LSUM	1	\$ 400,000.00	\$ 400,000.00
1014	INDOT 802	SIGN, SHEET WITH LEGEND, (0.08 IN)	EA	30	\$ 50.00	\$ 1,500.00
1015	INDOT 808	LINE, PAINT, WHITE	LFT	3,310	\$ 2.00	\$ 6,620.00
1016	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, LANE INDICATION ARROW	EA	32	\$ 100.00	\$ 3,200.00
1017	260001	ELECTRICAL WORK	LSUM	1	\$ 1,000,000.00	\$ 1,000,000.00
1018	329000	LANDSCAPE	LSUM	1	\$ 100,000.00	\$ 100,000.00

SUBTOTAL \$ 8,319,860.00

CONSTRUCTION COST = \$12,065,860.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 1,207,000.00	\$ 1,207,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 1,207,000.00	\$ 1,207,000.00

SUBTOTAL = \$ 2,414,000.00

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
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PROJECT TOTAL = \$ 14,479,860.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Genot Drive Realignment and Rental Car Lot Expansion

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 129,000.00	\$ 129,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 129,000.00	\$ 129,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 65,000.00	\$ 65,000.00
4	MST-04	MOBILIZATION/DEMobilIZATION (10%)	LSUM	1	\$ 215,000.00	\$ 215,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 429,000.00	\$ 429,000.00

SUBTOTAL = \$ 967,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	INDOT 201	TREE, 10-INCH, REMOVE	EA	4	\$ 200.00	\$ 800.00
1002	INDOT 201	TREE, 18-INCH, REMOVE	EA	4	\$ 250.00	\$ 1,000.00
1003	INDOT 201	CLEARING AND GRUBBING	SYS	270	\$ 20.00	\$ 5,400.00
1004	INDOT 202	AGGREGATE, REMOVE, 10-INCH	SYS	490	\$ 10.00	\$ 4,900.00
1005	INDOT 202	CURB, REMOVE	LFT	700	\$ 15.00	\$ 10,500.00
1006	INDOT 202	CURB AND GUTTER, REMOVE	LFT	60	\$ 20.00	\$ 1,200.00
1007	INDOT 202	PAVEMENT, HMA FULL DEPTH, REMOVE	SYS	2,810	\$ 25.00	\$ 70,250.00
1008	INDOT 202	PAVEMENT, CONCRETE FULL DEPTH, REMOVE	SYS	990	\$ 35.00	\$ 34,650.00
1009	INDOT 202	PIPE, PVC, 12-INCH, REMOVE	LFT	40	\$ 45.00	\$ 1,800.00
1010	INDOT 202	PIPE, RCP, 12-INCH, REMOVE	LFT	140	\$ 25.00	\$ 3,500.00
1011	INDOT 202	PIPE, RCP, 15-INCH, REMOVE	LFT	30	\$ 25.00	\$ 750.00
1012	INDOT 202	FENCE, REMOVE	LFT	370	\$ 15.00	\$ 5,550.00
1013	INDOT 202	REMOVE AND REINSTALL CARPORT	EA	2	\$ 1,500.00	\$ 3,000.00
1014	INDOT 202	STORM STRUCTURE, PIPE END SECTION, CONCRETE, 12-INCH REMOVE	EA	2	\$ 50.00	\$ 100.00
1015	INDOT 202	STORM STRUCTURE, INLET, REMOVE	EA	3	\$ 300.00	\$ 900.00
1016	INDOT 202	CLEAN DRAINAGE PIPE, 3-INCH	ALLOW	1	\$ 2,000.00	\$ 2,000.00
1017	INDOT 203	EMBANKMENT	CYS	1,380	\$ 25.00	\$ 34,500.00
1018	INDOT 205	TEMPORARY INLET PROTECTION	EA	8	\$ 250.00	\$ 2,000.00
1019	INDOT 205	TEMPORARY STRAW WATTLE	EA	1,590	\$ 3.00	\$ 4,770.00
1020	INDOT 205	CONCRETE WASHOUT	EA	1	\$ 1,500.00	\$ 1,500.00
1021	INDOT 205	CONSTRUCTION ENTRANCE	EA	1	\$ 10,000.00	\$ 10,000.00
1022	INDOT 205	TEMPORARY EXIT DRIVE, INSTALL & REMOVE	LSUM	1	\$ 11,000.00	\$ 11,000.00
1023	INDOT 205	EMBANKMENT PROTECTION, REVETMENT RIP RAP	EA	1	\$ 2,000.00	\$ 2,000.00
1024	INDOT 207	SUBGRADE TREATMENT, TYPE IBC, 14 INCH	SYS	2,600	\$ 20.00	\$ 52,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Genot Drive Realignment and Rental Car Lot Expansion

Project Location: Evansville Regional Airport
Client Name: Evansville Vanderburgh Airport Authority District
Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1025	INDOT 207	SUBGRADE TREATMENT, TYPE IC, 12 INCH (UNDISTRIBUTED)	SYS	830	\$ 40.00	\$ 33,200.00
1026	INDOT 301	COMPACTED AGGREGATE, NO. 53, 6 INCH	CYS	760	\$ 100.00	\$ 76,000.00
1027	INDOT 306	MILLING, 1 INCH	SYS	27,960	\$ 8.00	\$ 223,680.00
1028	INDOT 306	MILLING, 2 INCH	SYS	2,950	\$ 10.00	\$ 29,500.00
1029	INDOT 401	QC/QA-HMA, 2, 64-22, BASE, 25 MM	TON	1,070	\$ 115.00	\$ 123,050.00
1030	INDOT 401	QC/QA-HMA, 2, 64-22, INTERMEDIATE, 19 MM	TON	400	\$ 125.00	\$ 50,000.00
1031	INDOT 401	QC/QA-HMA, 2, 64-22, SURFACE, 9.5 MM	TON	770	\$ 135.00	\$ 103,950.00
1032	INDOT 502	PCCP, 6-INCH	SYS	130	\$ 150.00	\$ 19,500.00
1033	INDOT 502	PCCP, 9-INCH	SYS	380	\$ 200.00	\$ 76,000.00
1034	INDOT 502	PCCP, 12-INCH	SYS	20	\$ 250.00	\$ 5,000.00
1035	INDOT 503	SILICONE PAVEMENT JOINT SEALING	LFT	2,740	\$ 5.00	\$ 13,700.00
1036	INDOT 602	JERSEY BARRIER FENCE	LFT	350	\$ 255.00	\$ 89,250.00
1037	INDOT 605	ROLL CURB MODIFIED, CONCRETE	LFT	150	\$ 50.00	\$ 7,500.00
1038	INDOT 605	CURB, CONCRETE	LFT	620	\$ 35.00	\$ 21,700.00
1039	INDOT 605	CURB AND GUTTER, CONCRETE	LFT	660	\$ 40.00	\$ 26,400.00
1040	INDOT 605	CURB TURNOUT	EA	7	\$ 850.00	\$ 5,950.00
1041	INDOT 621	EROSION CONTROL BLANKET WITH SEEDING, MIXTURE R	SYS	810	\$ 5.00	\$ 4,050.00
1042	INDOT 621	PERMANENT MULCHED SEEDING, MIXTURE R	SYS	8,370	\$ 2.00	\$ 16,740.00
1043	INDOT 621	SODDING	SYS	650	\$ 8.00	\$ 5,200.00
1044	INDOT 715	PIPE, RCP, 12-INCH, CLASS III	LFT	65	\$ 225.00	\$ 14,625.00
1045	INDOT 715	PIPE, TYPE 1, CORRUGATED POLYPROPYLENE, 18 INCH	LFT	170	\$ 200.00	\$ 34,000.00
1046	INDOT 715	PIPE END SECTION	EA	2	\$ 750.00	\$ 1,500.00
1047	INDOT 720	MANHOLE, TYPE C	EA	1	\$ 12,000.00	\$ 12,000.00
1048	INDOT 727	EPOXY INJECTION, CRACK SEALING	LFT	220	\$ 60.00	\$ 13,200.00
1049	INDOT 802	SIGN, SHEET, WITH SUPPORT, REMOVE	EA	5	\$ 250.00	\$ 1,250.00
105	INDOT 802	SIGN, SHEET, WITH SUPPORT, RELOCATE	EA	3	\$ 250.00	\$ 750.00
1051	INDOT 802	SIGN, REMOVE, SUPPORT REMAINS	EA	2	\$ 50.00	\$ 100.00
1052	INDOT 802	SIGN POST, SQUARE TYPE 1 REINFORCED ANCHOR BASE	LFT	80	\$ 70.00	\$ 5,600.00
1053	INDOT 802	SIGN POST, SQUARE TYPE 2 REINFORCED ANCHOR BASE	LFT	160	\$ 100.00	\$ 16,000.00
1054	INDOT 802	SIGN, SHEET, WITH LEGEND, (0.08 IN)	SFT	48	\$ 25.00	\$ 1,200.00
1055	INDOT 802	SIGN, SHEET, WITH LEGEND, (0.10 IN)	SFT	148	\$ 35.00	\$ 5,180.00
1056	INDOT 808	SURFACE PREPARATION	SFT	4,180	\$ 0.50	\$ 2,090.00
1057	INDOT 808	LINE, PAINT, WHITE, 4 IN, 50% APPLICATION	LFT	140	\$ 2.00	\$ 280.00
1058	INDOT 808	LINE, PAINT, WHITE, 4 IN, 100% APPLICATION	LFT	140	\$ 2.00	\$ 280.00
1059	INDOT 808	LINE, PAINT, WHITE, 24 IN, 50% APPLICATION	LFT	60	\$ 8.00	\$ 480.00
1060	INDOT 808	LINE, PAINT, WHITE, 24 IN, 100% APPLICATION	LFT	60	\$ 8.00	\$ 480.00
1061	INDOT 808	LINE, PAINT, YELLOW, 4 IN, 50% APPLICATION	LFT	2,900	\$ 3.00	\$ 8,700.00
1062	INDOT 808	LINE, PAINT, YELLOW, 4 IN, 100% APPLICATION	LFT	2,900	\$ 3.00	\$ 8,700.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Genot Drive Realignment and Rental Car Lot Expansion

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1063	INDOT 808	CURB PAINTING, YELLOW, 100% APPLICATION	LFT	150	\$ 5.00	\$ 750.00
1064	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, DIRECTIONAL ARROW, 50% APPLICATION	EA	6	\$ 100.00	\$ 600.00
1065	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, DIRECTIONAL ARROW, 100% APPLICATION	EA	6	\$ 100.00	\$ 600.00
1066	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, ONLY, 100% APPLICATION	EA	1	\$ 225.00	\$ 225.00
1067	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, YIELD MARKINGS, 50% APPLICATION	EA	5	\$ 40.00	\$ 200.00
1068	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, YIELD MARKINGS, 100% APPLICATION	EA	5	\$ 40.00	\$ 200.00
1069	INDOT 808	PAVEMENT MESSAGE MARKING, SPEED TABLE TRIANGLE, WHITE, 100% APPLICATION	EA	12	\$ 75.00	\$ 900.00
1070	260001	ELECTRICAL WORK	LSUM	1	\$ 816,805.00	\$ 816,805.00

SUBTOTAL = \$ 2,142,000.00

CONSTRUCTION TOTAL = \$3,109,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 311,000.00	\$ 311,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 311,000.00	\$ 311,000.00

SUBTOTAL = \$ 622,000.00

PROJECT TOTAL = \$3,731,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Rental Car QTA Development

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 40,000.00	\$ 40,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 40,000.00	\$ 40,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 20,000.00	\$ 20,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 66,000.00	\$ 66,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 132,000.00	\$ 132,000.00

SUBTOTAL = \$ 298,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	INDOT 203	EARTHWORK	CYD	100	\$ 40.00	\$ 4,000.00
1002	INDOT 207	SUBGRADE TREATMENT, TYPE IBC, 14-INCH	SYS	3,900	\$ 30.00	\$ 117,000.00
1003	INDOT 301	COMPACTED AGGREGATE, No. 53, 6-INCH	CYD	700	\$ 100.00	\$ 70,000.00
1004	INDOT 401	QC/QA-HMA, 2, 64-22, BASE	TON	680	\$ 110.00	\$ 74,800.00
1005	INDOT 401	QC/QA-HMA, 2, 64-22, SURFACE	TON	460	\$ 130.00	\$ 59,800.00
1006	INDOT 603	CHAIN-LINK AOA FENCE 8-FOOT	LFT	250	\$ 125.00	\$ 31,250.00
1007	INDOT 603	VEHICLE GATE	EA	1	\$ 35,000.00	\$ 35,000.00
1008	INDOT 621	PERMANENT MULCHED SEEDING, MIXTURE R	SYS	350	\$ 2.00	\$ 700.00
1009	INDOT 621	SODDING	SYS	660	\$ 8.00	\$ 5,280.00
1010	INDOT 808	LINE, PAINT, WHITE	LFT	5,720	\$ 2.00	\$ 11,440.00
1011	-	BUILDING	LSUM	1	\$ 250,000.00	\$ 250,000.00

SUBTOTAL = \$ 660,000.00

CONSTRUCTION TOTAL = \$ 958,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 96,000.00	\$ 96,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 96,000.00	\$ 96,000.00

SUBTOTAL = \$ 192,000.00

PROJECT TOTAL = \$ 1,150,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Westside Development Readiness

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 303,000.00	\$ 303,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 303,000.00	\$ 303,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 152,000.00	\$ 152,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 504,000.00	\$ 504,000.00
5	MST-05	CONTRACTOR QUALITY CONTROL PROGRAM (5%)	LSUM	1	\$ 504,000.00	\$ 504,000.00
6		CONTINGENCY (20%)	LSUM	1	\$ 1,008,000.00	\$ 1,008,000.00

SUBTOTAL = \$ 2,774,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	INDOT 201	TREE REMOVE	EA	18	\$ 250.00	\$ 4,500.00
1010	INDOT 201	HANGER REMOVAL	SFT	5,400	\$ 12.00	\$ 64,800.00
1011	INDOT 201	BULIDING REMOVAL	SFT	3,100	\$ 12.00	\$ 37,200.00
1002	INDOT 202	PAVEMENT, HMA FULL DEPTH, REMOVE	SYS	6,600	\$ 25.00	\$ 165,000.00
1003	INDOT 203	EARTHWORK	CYD	1,000	\$ 40.00	\$ 40,000.00
1004	INDOT 207	CHEMICAL MODIFICATION, 14-INCH	SYS	3,500	\$ 30.00	\$ 105,000.00
1005	INDOT 301	CRUSH AGGREGATE No. 53, 6-INCH	CYS	1,600	\$ 100.00	\$ 160,000.00
1006	INDOT 402	BITUMINOUS SURFACE COURSE	TON	1,200	\$ 130.00	\$ 156,000.00
1007	INDOT 402	BITUMINOUS INTERMEDIATE COURSE	TON	1,400	\$ 120.00	\$ 168,000.00
1008	INDOT 402	BITUMINOUS BASE COURSE	TON	1,700	\$ 110.00	\$ 187,000.00
1009	-	RELOCATION OF UTILITIES	LSUM	1	\$ 200,000.00	\$ 200,000.00
1010	PST	CHEMICAL MODIFICATION, 14-INCH	SYS	29,400	\$ 20.00	\$ 588,000.00
1011	P-209	CRUSHED AGGREGATE BASE, 8-INCH	CYD	6,600	\$ 100.00	\$ 660,000.00
1012	P-401	BITUMINOUS SURFACE COURSE	TON	3,500	\$ 150.00	\$ 525,000.00
1013	P-401	BITUMINOUS INTERMEDIATE COURSE	TON	5,200	\$ 140.00	\$ 728,000.00
1014	P-401	BITUMINOUS BASE COURSE	TON	10,400	\$ 120.00	\$ 1,248,000.00

SUBTOTAL = \$ 5,037,000.00

CONSTRUCTION TOTAL = \$ 7,811,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001		DESIGN (10%)	LSUM	1	\$ 782,000.00	\$ 782,000.00
2002		BID PHASE (10%)	LSUM	1	\$ 782,000.00	\$ 782,000.00

SUBTOTAL = \$ 1,564,000.00

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
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PROJECT TOTAL = \$ 9,375,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Commercial Apron Expansion

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 577,100.00	\$ 577,100.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 577,100.00	\$ 577,100.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 288,600.00	\$ 288,600.00
4	MST-04	MOBILIZATION/DEMobilIZATION (10%)	LSUM	1	\$ 961,700.00	\$ 961,700.00
5	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (5%)	LSUM	1	\$ 480,900.00	\$ 480,900.00
6	-	CONTINGENCY (20%)	LSUM	1	\$ 1,923,400.00	\$ 1,923,400.00

SUBTOTAL = \$ 4,809,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	C-102	EROSION CONTROL	LSUM	1	\$ 25,000.00	\$ 25,000.00
1002	P-101	PAVEMENT, REMOVAL, FULL DEPTH	SYS	60,000	\$ 30.00	\$ 1,800,000.00
1005	P-152	EMBANKMENT IN PLACE	CYS	2,000	\$ 30.00	\$ 60,000.00
1006	P-156	CHEMICAL STABILIZED SUBGRADE	SYD	42,300	\$ 15.00	\$ 634,500.00
1007	P-209	CRUSHED AGGREGATE BASE COURSE	CYS	21,200	\$ 85.00	\$ 1,802,000.00
1011	P-501	CONCRETE, 16 IN	SYD	42,300	\$ 120.00	\$ 5,076,000.00
1012	P-605	PAVEMENT JOINT	LFT	75,000	\$ 2.00	\$ 150,000.00
1015	P-620	APRON PAVEMENT MARKINGS	LSUM	1	\$ 10,000.00	\$ 10,000.00
1016	D-705	UNDERDRAIN, 6-INCH PIPE	LFT	2,500	\$ 20.00	\$ 50,000.00
1021	T-901	MULCHED SEEDING	KSF	200	\$ 45.00	\$ 9,000.00

SUBTOTAL = \$ 9,617,000.00

CONSTRUCTION TOTAL = \$ 14,426,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (5%)	LSUM	1	\$ 722,000.00	\$ 722,000.00
2002	-	BID PHASE (0.3%)	LSUM	1	\$ 44,000.00	\$ 44,000.00

SUBTOTAL = \$ 766,000.00

PROJECT TOTAL = \$ 15,192,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Covered Lot Expansions - North

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 264,000.00	\$ 264,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 264,000.00	\$ 264,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 132,000.00	\$ 132,000.00
4	MST-04	MOBILIZATION/DEMobilIZATION (10%)	LSUM	1	\$ 439,000.00	\$ 439,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 878,000.00	\$ 878,000.00

SUBTOTAL = \$ 1,977,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	PST-01	SOLAR CANOPIES	LSUM	1	\$ 3,000,000.00	\$ 3,000,000.00
1002	PST-02	LANDSCAPING	LSUM	1	\$ 13,000.00	\$ 13,000.00
1003	INDOT 202	CURB, REMOVE	LFT	290	\$ 15.00	\$ 4,350.00
1004	INDOT 202	CONCRETE SIDEWALK, REMOVE	SYS	50	\$ 6.00	\$ 300.00
1005	INDOT 202	PAVEMENT, CONCRETE, REMOVE	SYS	180	\$ 35.00	\$ 6,300.00
1006	INDOT 202	PAVEMENT, ASPHALT, REMOVE	SYS	200	\$ 25.00	\$ 5,000.00
1007	INDOT 202	REMOVE ABANDONED FOUNDATION	EA	2	\$ 350.00	\$ 700.00
1008	INDOT 202	SALVAGE TOLL ARM	EA	1	\$ 1,000.00	\$ 1,000.00
1009	INDOT 203	EMBANKMENT	CYS	1,800	\$ 30.00	\$ 54,000.00
1010	INDOT 205	TEMPORARY INLET PROTECTION	EA	2	\$ 400.00	\$ 800.00
1011	INDOT 205	TEMPORARY STRAW WATTLE	LFT	1,080	\$ 3.00	\$ 3,240.00
1012	INDOT 205	CONCRETE WASHOUT	LSUM	1	\$ 5,000.00	\$ 5,000.00
1013	INDOT 205	CONSTRUCTION ENTRANCE	EA	2	\$ 10,000.00	\$ 20,000.00
1014	INDOT 207	SUBGRADE TREATMENT, TYPE IBC, 14-INCH	SYS	3,320	\$ 30.00	\$ 99,600.00
1015	INDOT 301	COMPACTED AGGREGATE, NO. 53, 6-INCH	CYS	620	\$ 100.00	\$ 62,000.00
1016	INDOT 502	PCCP, 6-INCH	SYS	3,220	\$ 150.00	\$ 483,000.00
1017	INDOT 502	PCCP, 9-INCH	SYS	200	\$ 200.00	\$ 40,000.00
1018	INDOT 509	JOINT SEALING	LFT	6,280	\$ 3.00	\$ 18,840.00
1019	INDOT 604	DETECTABLE WARNING SURFACE	SYS	10	\$ 250.00	\$ 2,500.00
1020	INDOT 604	SIDEWALK, CONCRETE	SYS	390	\$ 100.00	\$ 39,000.00
1021	INDOT 605	CURB, INTEGRAL, CONCRETE	LFT	900	\$ 60.00	\$ 54,000.00
1022	INDOT 605	CURB, INTEGRAL, B, SLOPING, CONCRETE	LFT	320	\$ 60.00	\$ 19,200.00
1023	INDOT 621	PERMANENT MULCHED SEEDING, MIXTURE R	SYS	4,370	\$ 2.00	\$ 8,740.00
1024	INDOT 621	SODDING	SYS	390	\$ 8.00	\$ 3,120.00
1025	INDOT 715	INLET, A, CURB CASTING	EA	3	\$ 5,000.00	\$ 15,000.00
1026	INDOT 720	PIPE, TYPE 1, CORRUGATED POLYPROPYLENE (S), CIRCULAR, 36-INCH	LFT	480	\$ 160.00	\$ 76,800.00
1027	INDOT 720	PIPE, TYPE 1, CLASS IV, REINFORCED CONCRETE, CIRCULAR, 12-INCH	LFT	90	\$ 80.00	\$ 7,200.00
1028	INDOT 802	SIGN, SHEET WITH LEGEND, (0.08 IN)	SFT	1.5	\$ 50.00	\$ 75.00
1029	INDOT 802	SIGN POST, SQUARE TYPE 1 REINFORCED ANCHOR BASE	LFT	9	\$ 75.00	\$ 675.00
1030	INDOT 802	PIPE BOLLARD, 6-INCH	EA	2	\$ 2,000.00	\$ 4,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Covered Lot Expansions - North

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1031	INDOT 802	HANDRAIL AND FOUNDATIONS	LFT	270	\$ 200.00	\$ 54,000.00
1032	INDOT 808	LINE, PAINT, WHITE	SFT	760	\$ 2.00	\$ 1,520.00
1033	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, ADA PARKING SYMBOL	EA	1	\$ 100.00	\$ 100.00
1034	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, LANE INDICATION ARROW	EA	4	\$ 100.00	\$ 400.00
1035	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, SPEED TABLE SYMBOL	EA	3	\$ 75.00	\$ 225.00
1036	260001	ELECTRICAL CASTING ADJUSTMENT - TRAFFIC CASTING	EA	1	\$ 5,000.00	\$ 5,000.00
1037	260001	COMMUNICATION HANDHOLE	EA	9	\$ 2,500.00	\$ 22,500.00
1038	260001	ELECTRICAL HANDHOLE	EA	9	\$ 2,500.00	\$ 22,500.00
1039	260001	NO. 10 AWG, 600V, TYPE C CABLE, INSTALLED IN CONDUIT	LFT	9,760	\$ 4.00	\$ 39,040.00
1040	260001	6-STRAND FIBER OPTIC CABLE, INSTALLED IN CONDUIT	LFT	9,760	\$ 4.00	\$ 39,040.00
1041	260001	4-INCH CONDUIT	LFT	7,900	\$ 20.00	\$ 158,000.00

SUBTOTAL = \$ 4,390,000.00

CONSTRUCTION TOTAL = \$ 6,367,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (4%)	LSUM	1	\$ 255,000.00	\$ 255,000.00
2002	-	BID PHASE (0.5%)	LSUM	1	\$ 32,000.00	\$ 32,000.00

SUBTOTAL = \$ 287,000.00

PROJECT TOTAL = \$ 6,654,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Covered Lot Expansions - South

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 221,000.00	\$ 221,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 221,000.00	\$ 221,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 111,000.00	\$ 111,000.00
4	MST-04	MOBILIZATION/DEMobilIZATION (10%)	LSUM	1	\$ 368,000.00	\$ 368,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 735,000.00	\$ 735,000.00

SUBTOTAL = \$ 1,656,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	PST-01	SOLAR CANOPIES	LSUM	1	\$ 2,500,000.00	\$ 2,500,000.00
1002	PST-02	LANDSCAPING	LSUM	1	\$ 13,000.00	\$ 13,000.00
1003	INDOT 202	CURB, REMOVE	LFT	240	\$ 15.00	\$ 3,600.00
1004	INDOT 202	CONCRETE SIDEWALK, REMOVE	SYS	40	\$ 6.00	\$ 240.00
1005	INDOT 202	PAVEMENT, CONCRETE, REMOVE	SYS	150	\$ 35.00	\$ 5,250.00
1006	INDOT 202	PAVEMENT, ASPHALT, REMOVE	SYS	160	\$ 25.00	\$ 4,000.00
1007	INDOT 202	REMOVE ABANDONED FOUNDATION	EA	2	\$ 350.00	\$ 700.00
1008	INDOT 202	SALVAGE TOLL ARM	EA	1	\$ 1,000.00	\$ 1,000.00
1009	INDOT 203	EMBANKMENT	CYS	1,500	\$ 30.00	\$ 45,000.00
1010	INDOT 205	TEMPORARY INLET PROTECTION	EA	2	\$ 400.00	\$ 800.00
1011	INDOT 205	TEMPORARY STRAW WATTLE	LFT	900	\$ 3.00	\$ 2,700.00
1012	INDOT 205	CONCRETE WASHOUT	LSUM	1	\$ 5,000.00	\$ 5,000.00
1013	INDOT 205	CONSTRUCTION ENTRANCE	EA	2	\$ 10,000.00	\$ 20,000.00
1014	INDOT 207	SUBGRADE TREATMENT, TYPE IBC, 14-INCH	SYS	2,760	\$ 30.00	\$ 82,800.00
1015	INDOT 301	COMPACTED AGGREGATE, NO. 53, 6-INCH	CYS	510	\$ 100.00	\$ 51,000.00
1016	INDOT 502	PCCP, 6-INCH	SYS	2,680	\$ 150.00	\$ 402,000.00
1017	INDOT 502	PCCP, 9-INCH	SYS	160	\$ 200.00	\$ 32,000.00
1018	INDOT 509	JOINT SEALING	LFT	5,230	\$ 3.00	\$ 15,690.00
1019	INDOT 604	DETECTABLE WARNING SURFACE	SYS	10	\$ 250.00	\$ 2,500.00
1020	INDOT 604	SIDEWALK, CONCRETE	SYS	320	\$ 100.00	\$ 32,000.00
1021	INDOT 605	CURB, INTEGRAL, CONCRETE	LFT	750	\$ 60.00	\$ 45,000.00
1022	INDOT 605	CURB, INTEGRAL, B, SLOPING, CONCRETE	LFT	260	\$ 60.00	\$ 15,600.00
1023	INDOT 621	PERMANENT MULCHED SEEDING, MIXTURE R	SYS	3,640	\$ 2.00	\$ 7,280.00
1024	INDOT 621	SODDING	SYS	320	\$ 8.00	\$ 2,560.00
1025	INDOT 715	INLET, A, CURB CASTING	EA	3	\$ 5,000.00	\$ 15,000.00
1026	INDOT 720	PIPE, TYPE 1, CORRUGATED POLYPROPYLENE (S), CIRCULAR, 36-INCH	LFT	400	\$ 160.00	\$ 64,000.00
1027	INDOT 720	PIPE, TYPE 1, CLASS IV, REINFORCED CONCRETE, CIRCULAR, 12-INCH	LFT	70	\$ 80.00	\$ 5,600.00
1028	INDOT 802	SIGN, SHEET WITH LEGEND, (0.08 IN)	SFT	1.5	\$ 50.00	\$ 75.00
1029	INDOT 802	SIGN POST, SQUARE TYPE 1 REINFORCED ANCHOR BASE	LFT	9	\$ 75.00	\$ 675.00
1030	INDOT 802	PIPE BOLLARD, 6-INCH	EA	2	\$ 2,000.00	\$ 4,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Covered Lot Expansions - South

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1031	INDOT 802	HANDRAIL AND FOUNDATIONS	LFT	220	\$ 200.00	\$ 44,000.00
1032	INDOT 808	LINE, PAINT, WHITE	SFT	630	\$ 2.00	\$ 1,260.00
1033	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, ADA PARKING SYMBOL	EA	1	\$ 100.00	\$ 100.00
1034	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, LANE INDICATION ARROW	EA	4	\$ 100.00	\$ 400.00
1035	INDOT 808	PAVEMENT MESSAGE MARKING, PAINT, SPEED TABLE SYMBOL	EA	3	\$ 75.00	\$ 225.00
1036	260001	ELECTRICAL CASTING ADJUSTMENT - TRAFFIC CASTING	EA	1	\$ 5,000.00	\$ 5,000.00
1037	260001	COMMUNICATION HANDHOLE	EA	9	\$ 2,500.00	\$ 22,500.00
1038	260001	ELECTRICAL HANDHOLE	EA	9	\$ 2,500.00	\$ 22,500.00
1039	260001	NO. 10 AWG, 600V, TYPE C CABLE, INSTALLED IN CONDUIT	LFT	8,130	\$ 4.00	\$ 32,520.00
1040	260001	6-STRAND FIBER OPTIC CABLE, INSTALLED IN CONDUIT	LFT	8,130	\$ 4.00	\$ 32,520.00
1041	260001	4-INCH CONDUIT	LFT	6,580	\$ 20.00	\$ 131,600.00

SUBTOTAL = \$ 3,672,000.00

CONSTRUCTION TOTAL = \$ 5,328,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (4%)	LSUM	1	\$ 214,000.00	\$ 214,000.00
2002	-	BID PHASE (0.5%)	LSUM	1	\$ 27,000.00	\$ 27,000.00

SUBTOTAL = \$ 241,000.00

PROJECT TOTAL = \$ 5,569,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
New Dry Storage Facility

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 100,000.00	\$ 100,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 100,000.00	\$ 100,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 50,000.00	\$ 50,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 170,000.00	\$ 170,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 330,000.00	\$ 330,000.00

SUBTOTAL = \$ 750,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	SITE	DEMOLITION OF EXISTING DRY STORAGE BUILDING	LSUM	1	\$ 60,000.00	\$ 60,000.00
1002	SITE	EARTHWORK & DRAINAGE	LSUM	1	\$ 250,000.00	\$ 250,000.00
1003	SITE	EROSION CONTROL & LANDSCAPING	LSUM	1	\$ 50,000.00	\$ 50,000.00
1004	SITE	PAVEMENTS	LSUM	1	\$ 500,000.00	\$ 500,000.00
1005	BLDG	NEW DRY STORAGE FACILITY	LSUM	1	\$ 600,000.00	\$ 600,000.00
1006	BLDG	ELECTRICAL SYSTEMS	LSUM	1	\$ 150,000.00	\$ 150,000.00

SUBTOTAL = \$ 1,610,000.00

CONSTRUCTION TOTAL = \$ 2,360,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (10%)	LSUM	1	\$ 236,000.00	\$ 236,000.00
2002	-	BID PHASE (10%)	LSUM	1	\$ 236,000.00	\$ 236,000.00

SUBTOTAL = \$ 472,000.00

PROJECT TOTAL = \$ 2,832,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
New Safety/ARFF Building

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (5%)	LSUM	1	\$ 870,000.00	\$ 870,000.00
2	MST-02	CONSTRUCTION ENGINEERING (5%)	LSUM	1	\$ 870,000.00	\$ 870,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 530,000.00	\$ 530,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 1,740,000.00	\$ 1,740,000.00
5	-	CONTINGENCY (20%)	LSUM	1	\$ 3,480,000.00	\$ 3,480,000.00

SUBTOTAL = \$ 7,490,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	SITE	DEMOLITION OF EXISTING SAFETY/ARFF BUILDING	LSUM	1	\$ 500,000.00	\$ 500,000.00
1002	SITE	EARTHWORK & DRAINAGE	LSUM	1	\$ 1,200,000.00	\$ 1,200,000.00
1003	SITE	EROSION CONTROL & LANDSCAPING	LSUM	1	\$ 300,000.00	\$ 300,000.00
1004	SITE	PAVEMENTS	LSUM	1	\$ 2,000,000.00	\$ 2,000,000.00
1005	SITE	UTILITIES	LSUM	1	\$ 550,000.00	\$ 550,000.00
1006	SITE	ELECTRICAL AND SECURITY	LSUM	1	\$ 350,000.00	\$ 350,000.00
1007	SITE	FENCE	LSUM	1	\$ 160,000.00	\$ 160,000.00
1008	SITE	FUEL SYSYEM	LSUM	1	\$ 280,000.00	\$ 280,000.00
1009	BLDG	BUILDING STRUCTURE	LSUM	1	\$ 5,200,000.00	\$ 5,200,000.00
1010	BLDG	ARCHITECTURAL INTERIOR FIT OUT	LSUM	1	\$ 1,200,000.00	\$ 1,200,000.00
1011	BLDG	OTHER SPECIALTIES	LSUM	1	\$ 350,000.00	\$ 350,000.00
1012	BLDG	FURNITURE AND EQUIPMENT	LSUM	1	\$ 250,000.00	\$ 250,000.00
1013	BLDG	FIRE PROTECTIN	LSUM	1	\$ 500,000.00	\$ 500,000.00
1014	BLDG	PLUMBING	LSUM	1	\$ 1,100,000.00	\$ 1,100,000.00
1015	BLDG	MECHANICAL	LSUM	1	\$ 1,600,000.00	\$ 1,600,000.00
1016	BLDG	ELECTRICAL POWER AND LIGHTING	LSUM	1	\$ 450,000.00	\$ 450,000.00
1017	BLDG	ELECTRICAL SYSTEMS	LSUM	1	\$ 1,400,000.00	\$ 1,400,000.00

SUBTOTAL = \$ 17,390,000.00

CONSTRUCTION TOTAL = \$ 24,880,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (5%)	LSUM	1	\$ 1,300,000.00	\$ 1,300,000.00
2002	-	BID PHASE (0.5%)	LSUM	1	\$ 125,000.00	\$ 125,000.00

SUBTOTAL = \$ 1,425,000.00

PROJECT TOTAL = \$ 26,305,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Northwest Development Readiness

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: **76738**

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 439,000.00	\$ 439,000.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 439,000.00	\$ 439,000.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 220,000.00	\$ 220,000.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 732,000.00	\$ 732,000.00
5	MST-05	CONTRACTOR QUALITY CONTROL PROGRAM (5%)	LSUM	1	\$ 732,000.00	\$ 732,000.00
6		CONTINGENCY (20%)	LSUM	1	\$ 1,463,000.00	\$ 1,463,000.00

SUBTOTAL = \$ 4,025,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	INDOT 201	HANGER/BUILDING REMOVAL	LSUM	1	\$ 150,000.00	\$ 150,000.00
1002	INDOT 202	PAVEMENT, HMA FULL DEPTH, REMOVE	SYS	36,000	\$ 25.00	\$ 900,000.00
1003	INDOT 203	RELOCATE AIRPORT SOIL STOCKPILE (EXCAVATION)	CYD	110,000	\$ 30.00	\$ 3,300,000.00
1004	INDOT 203	EARTHWORK	CYD	10,000	\$ 30.00	\$ 300,000.00
1005	INDOT 207	CHEMICAL MODIFICATION, 14-INCH	SYS	15,000	\$ 15.00	\$ 225,000.00
1006	INDOT 301	CRUSH AGGREGATE NO. 53, 6-INCH	CYS	1,900	\$ 100.00	\$ 190,000.00
1007	INDOT 402	BITUMINOUS SURFACE COURSE	TON	1,100	\$ 130.00	\$ 143,000.00
1008	INDOT 402	BITUMINOUS INTERMEDIATE COURSE	TON	2,100	\$ 120.00	\$ 252,000.00
1009	INDOT 402	BITUMINOUS BASE COURSE	TON	3,100	\$ 110.00	\$ 341,000.00
1010	INDOT 715	DRAINAGE PIPE/CULVERT	LFT	7,500	\$ 75.00	\$ 562,500.00
1011	INDOT 720	DRAINAGE STRUCTURES	EA	45	\$ 10,000.00	\$ 450,000.00
1012	INDOT 621	MULCHED SEEDING	KSF	1,390	\$ 35.00	\$ 48,650.00
1013	-	WATER, SEWER, ELECTRICAL, COMMUNICATION	LSUM	1	\$ 450,000.00	\$ 450,000.00

SUBTOTAL = \$ 7,313,000.00

CONSTRUCTION TOTAL = \$ 11,338,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001		DESIGN (6%)	LSUM	1	\$ 681,000.00	\$ 681,000.00
2002		BID PHASE (1%)	LSUM	1	\$ 114,000.00	\$ 114,000.00

SUBTOTAL = \$ 795,000.00

PROJECT TOTAL = \$ 12,133,000.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Replace Baggage Handling System

Project Location: Evansville Regional Airport
Client Name: Evansville Vanderburgh Airport Authority District (EVAAD)
Date: September 12, 2025



CHA Project No: 076738

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
BASE BID						
1	-	ARCHITECTURAL	LSUM	1	\$ 165,200.00	\$ 165,200.00
2	-	FIRE SUPPRESSION	LSUM	1	\$ 80,800.00	\$ 80,800.00
3	-	HEATING VENTILATING & AIR CONDITIONING (HVAC)	LSUM	1	\$ 50,900.00	\$ 50,900.00
4	-	ELECTRICAL	LSUM	1	\$ 532,500.00	\$ 532,500.00
5	-	BAGGAGE HANDLING SYSTEM	LSUM	1	\$ 4,552,500.00	\$ 4,552,500.00

BASE BID TOTAL = \$ 5,381,900.00

EVAAD MASTER PLAN
PRELIMINARY ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
Taxiway A Relocation

Project Location: Evansville Regional Airport
 Client Name: Evansville Vanderburgh Airport Authority District
 Date: June 20, 2025



CHA Project No: 76738

PROJECT INCIDENTALS AS % OF CONSTRUCTION COST

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	MST-01	MAINTENANCE OF TRAFFIC (6%)	LSUM	1	\$ 698,700.00	\$ 698,700.00
2	MST-02	CONSTRUCTION ENGINEERING (6%)	LSUM	1	\$ 698,700.00	\$ 698,700.00
3	MST-03	PROJECT SECURITY (3%)	LSUM	1	\$ 349,400.00	\$ 349,400.00
4	MST-04	MOBILIZATION/DEMOBILIZATION (10%)	LSUM	1	\$ 1,164,500.00	\$ 1,164,500.00
5	C-100	CONTRACTOR QUALITY CONTROL PROGRAM (5%)	LSUM	1	\$ 582,300.00	\$ 582,300.00
6	-	CONTINGENCY (20%)	LSUM	1	\$ 2,329,000.00	\$ 2,329,000.00

SUBTOTAL = \$ 5,823,000.00

CONSTRUCTION COSTS

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1001	C-102	EROSION CONTROL	LSUM	1	\$ 25,000.00	\$ 25,000.00
1002	P-101	PAVEMENT, REMOVAL, FULL DEPTH	SYS	60,000	\$ 30.00	\$ 1,800,000.00
1003	P-101	REMOVE CABLE AND CONDUIT	LFT	12,000	\$ 3.00	\$ 36,000.00
1004	P-101	REMOVE TAXIWAY EDGE LIGHTS	EA	144	\$ 350.00	\$ 50,400.00
1005	P-152	EMBANKMENT IN PLACE	CYS	3,000	\$ 30.00	\$ 90,000.00
1006	P-156	CHEMICAL STABILIZED SUBGRADE	SYD	68,000	\$ 15.00	\$ 1,020,000.00
1007	P-209	CRUSHED AGGREGATE BASE COURSE	CYS	33,800	\$ 85.00	\$ 2,873,000.00
1008	P-401	ASPHALT SURFACE COURSE	TON	6,000	\$ 150.00	\$ 900,000.00
1009	P-401	ASPHALT INTERMEDIATE COURSE	TON	10,000	\$ 125.00	\$ 1,250,000.00
1010	P-403	ASPHALT BASE COURSE	TON	24,000	\$ 125.00	\$ 3,000,000.00
1013	P-620	RUNWAY AND TAXIWAY MARKING, BLACK	SFT	2,150	\$ 5.00	\$ 10,750.00
1014	P-620	RUNWAY AND TAXIWAY MARKING, YELLOW	SFT	6,250	\$ 5.00	\$ 31,250.00
1016	D-705	UNDERDRAIN, 6-INCH PIPE	LFT	10,000	\$ 20.00	\$ 200,000.00
1017	L-108	NO. 8 AWG, L-824, CABLE, INSTALLED IN CONDUIT	LFT	20,000	\$ 2.00	\$ 40,000.00
1018	L-108	NO. 6 AWG, SOLID BARE COPPER COUNTERPOISE WIRE, INSTALLED IN CONDUIT	LFT	10,000	\$ 2.00	\$ 20,000.00
1019	L-110	NON-ENCASED ELECTRICAL CONDUIT, 1-WAY 2-INCH	LFT	10,000	\$ 15.00	\$ 150,000.00
1020	L-125	TAXIWAY EDGE LIGHTS	EA	150	\$ 900.00	\$ 135,000.00
1021	T-901	MULCHED SEEDING	KSF	300	\$ 45.00	\$ 13,500.00

SUBTOTAL = \$ 11,645,000.00

CONSTRUCTION TOTAL = \$ 17,468,000.00

PROFESSIONAL SERVICES

ITEM NO.	SPECIFICATION	DESCRIPTION OF ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
2001	-	DESIGN (5%)	LSUM	1	\$ 874,000.00	\$ 874,000.00
2002	-	BID PHASE (0.2%)	LSUM	1	\$ 35,000.00	\$ 35,000.00

SUBTOTAL = \$ 909,000.00

PROJECT TOTAL = \$ 18,377,000.00