AIRPORT ALIGNMENT
PROJECT COST COMPARISON

KOAPAKA OPTION

	Estimated Cost[1]	Estimated Cost[1]	Estimated Cost[1]
Urban/rural construction cost ratio[2] at 1.18: Additional length of urban construction = 7,000 rf $12,000[3]/rf x 18% = $2,200/rf 7,000 rf x $2,200	$15M		
Urban/rural construction cost ratio[2] at 1.25:		$21M	
Urban/rural construction cost ratio[2] at 1.40:			$34M
Underground overhead utility lines: Length of relocated lines = 1.0 miles Estimated reconstruction cost per mile $5-15M per mile	$5M	$10M	$15M
Entrance on makai side of guideway: Estimated cost per entrance about $3M	$3M	$3M	$3M
Construction Cost	**$23M**	**$34M**	**$52**
Professional Services at 26% construction cost	$6	$9	$14
Unallocated Reserve at 6% construction cost	$1	$2	$3
Right-of-Way Acquisition and Relocation Including 50% contingency	$25M	$30M	$35M
Project Cost	**$55**	**$75**	**$104**

Notes:

1. Estimated costs are in addition to the Aolele Option.
2. Price Trends for Federal-Aid Highway Construction records ratio of urban prices to rural prices between 2000 and 2006 vary between 1.18 and 1.40.
3. Average guideway and sitework construction cost (SCC Item 10 + 40) per rf for HHCTCP in FY2009$.

AIRPORT ALIGNMENT
PROJECT COST COMPARISON

UALENA OPTION

	Estimated Cost[1]	Estimated Cost[1]	Estimated Cost[1]
Urban/rural construction cost ratio[2] at 1.18: Additional length of urban construction = 5,500 rf $12,000[3]/rf x 18% = $2,200/rf 5,500 rf x $2,200	$12M		
Urban/rural construction cost ratio[2] at 1.25:		$17M	
Urban/rural construction cost ratio[2] at 1.40:			$26M
Underground overhead utility lines: Length of relocated lines = 0.7 miles Estimated reconstruction cost per mile $5-15M per mile 0.7 miles x $10M per mile	$4M	$7M	$11M
Entrance on makai side of guideway: Estimated cost per entrance about $3M	$3M	$3M	$3M
Construction Cost	**$19M**	**$27M**	**$40**
Professional Services at 26% construction cost	$5	$7	$10
Unallocated Reserve at 6% construction cost	$1	$2	$2
Right-of-Way Acquisition and Relocation Including 50% contingency	$31M[4]	$36M[4]	$41M[4]
Project Cost	**$56**	**$72**	**$93**

Notes:

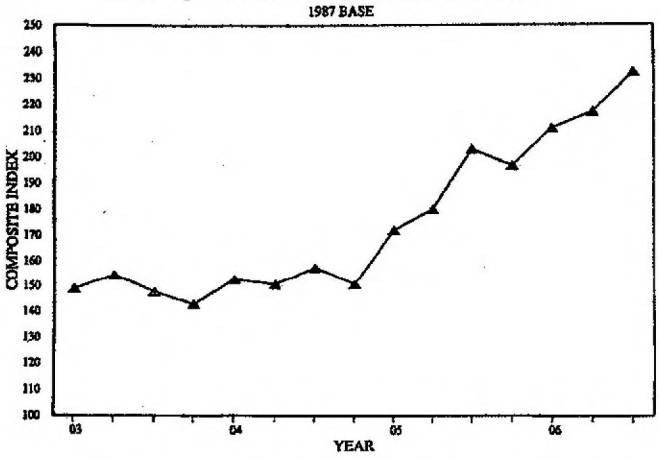
1. Estimated costs are in addition to the Aolele Option.
2. Price Trends for Federal-Aid Highway Construction records ratio of urban prices to rural prices between 2000 and 2006 vary between 1.18 and 1.40.
3. Average guideway and sitework construction cost (SCC Item 10 + 40) per rf for HHCTCP in FY2009$.
4. Includes $2M acquisition cost of State-owned parcels makai of Ualena St.

U.S. Department
of Transportation
Federal Highway Administration

PRICE TRENDS for FEDERAL–AID HIGHWAY CONSTRUCTION

1987 BASE **FOURTH QUARTER 2006**

THREE-QUARTER MOVING INDEX PRICE TREND



The three-quarter moving composite price index is the weighted average of the indices for three consecutive quarters.

The Composite Bid Price Index is composed of six indicator items: common excavation, to indicate the price trend for all roadway excavation; portland cement concrete pavement and bituminous concrete pavement, to indicate the price trend for all surfacing types; and reinforcing steel, structural steel, and structural concrete, to indicate the price trend for structures. Descriptions of the six indicator items can be found in Federal-aid Policy Guide G–6011–10.

Development of the index is discussed in some detail in PUBLIC ROADS magazines, volume 31, No. 10, October 1961; volume 36, No. 4, October 1970; and volume 45, No. 1, June 1981.

Average contract prices shown herein are based on actual bids and include costs of materials, labor, equipment, overhead and profit.

Disclaimer: The base for each State index is its own particular "market basket" of quantities and costs during the base period. The composite index for each State measures the change in that State's index since base year 1987. (In 1987 each State's index equaled 100). **These indices are not to be used for State comparisons.**

FHWA guidance calls for data to be provided on all National Highway System projects except those projects with a contract value less than $500,000, or installation of protective devices at railroad grade crossings, or beautification projects. Despite this requirement, FHWA may not receive all data required to be submitted in any year and, in some cases, no data is received from a state for an entire year. In addition, when data are not received in time to be included in the composite price trend for the quarter or year, FHWA routinely includes these data in the subsequent period's reporting. Finally, FHWA performs limited review of data for accuracy and does not verify data entry by its staff. FHWA has not assessed the degree to which these conditions affect reported price trends, although it believes that underreporting is the most material limitation in the quality of the reported data.

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Office of Infrastructure,
Office of Program Administration
(202) 366–4636

Publication Number
FHWA–HIF–07–018

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PRICE TRENDS FOR FEDERAL-AID HIGHWAY

1987 Base [1]

Year	Common excavation				Portland cement concrete surface [2]				Bituminous concrete surface				Surfacing	
	Average contract price (cu. yd.)		Index		Average contract price (sq. yd.)		Index		Average contract price (ton)		Index		Index	
	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
1972 [2]	.65	1.01	26.8	41.7	5.96	7.39	40.5	50.2	8.63	10.84	35.0	44.0	36.8	46.0
1973	.72	1.07	29.7	44.1	6.42	8.01	43.6	54.4	9.25	11.70	37.5	47.5	39.5	49.7
1974	.87	1.35	35.9	55.7	8.08	10.55	54.9	71.6	13.53	17.43	54.9	70.7	54.9	71.0
1975	.91	1.51	37.5	62.3	8.16	10.39	55.4	70.5	14.47	17.03	58.7	69.1	57.6	69.6
1976	.93	1.40	38.4	57.7	8.18	10.31	55.5	70.0	14.04	16.85	57.0	68.4	56.5	68.9
1977	1.09	1.46	45.0	60.2	8.83	11.52	59.9	78.2	14.84	17.71	60.2	71.9	60.1	73.9
1978	1.42	1.83	58.6	75.5	10.06	13.78	68.3	93.5	16.47	18.74	66.8	76.0	67.3	81.8
1979	1.45	2.15	59.8	88.7	12.33	16.59	83.7	112.6	20.15	24.37	81.8	98.9	82.4	103.4
1980	1.67	2.25	68.9	92.8	13.89	16.57	94.3	112.5	24.26	27.97	98.4	113.5	97.1	113.2
1981	1.55	2.27	63.9	93.6	13.02	15.32	88.4	104.0	24.63	26.68	99.9	108.2	96.1	106.9
1982	1.48	1.74	61.0	71.8	11.86	14.27	80.5	96.9	23.46	26.41	95.2	107.2	90.4	103.8
1983	1.59	2.10	65.6	86.6	11.83	14.58	80.3	99.0	23.46	26.72	95.2	108.4	90.3	105.3
1984	1.66	2.50	68.5	103.1	12.55	15.77	85.2	107.1	25.58	28.84	103.8	117.0	97.7	113.7
1985	1.85	3.20	76.3	132.0	13.29	15.67	90.2	106.4	27.51	30.89	111.6	125.3	104.6	119.1
1986	1.88	2.95	77.5	121.7	13.63	17.86	92.5	121.2	24.69	30.21	100.2	122.6	97.7	122.1
1987	1.91	3.37	78.8	139.0	13.37	17.06	90.8	115.8	23.39	27.81	94.9	112.8	93.5	113.8
1988	2.00	3.72	82.5	153.4	13.39	15.62	90.9	106.0	23.58	28.14	95.7	114.2	94.1	111.5
1989	2.01	3.20	82.9	132.0	13.56	16.67	92.0	113.2	22.17	28.66	89.9	116.3	90.6	115.3
1990	1.98	3.27	81.6	134.9	14.50	17.43	98.5	118.3	23.20	27.84	94.1	113.0	95.5	114.7
1991	1.98	2.89	81.6	119.2	16.02	17.08	108.8	115.9	24.51	27.63	99.4	112.1	102.5	113.4
1992	1.88	2.91	77.7	120.2	15.97	19.99	108.4	135.7	23.97	26.38	97.3	107.0	100.9	116.4
1993	2.16	3.57	89.2	147.3	18.41	19.50	124.9	132.3	25.86	27.20	104.9	110.4	111.5	117.6
1994	2.20	3.58	90.6	147.8	19.45	22.00	132.0	149.3	26.26	30.89	106.5	125.3	114.9	133.2
1995	2.36	3.94	97.3	162.5	20.63	23.52	140.0	159.6	26.96	32.04	109.4	130.0	119.4	139.7
1996	2.67	3.68	110.3	151.9	19.49	19.76	132.3	134.1	27.31	27.84	110.8	112.9	117.8	119.9
1997	2.47	3.96	102.1	163.4	21.50	27.14	145.9	184.2	27.71	33.48	112.4	135.8	123.4	151.7
1998	2.63	4.51	108.4	186.1	23.14	24.34	157.1	165.2	23.86	28.09	96.8	113.9	116.6	130.8
1999	2.51	4.35	103.7	179.3	23.79	23.05	161.5	156.5	31.44	34.71	127.6	140.8	138.7	145.9
2000	2.67	4.52	110.2	186.2	24.54	27.55	166.6	187.0	34.33	37.82	139.3	153.4	148.2	164.5
2001	2.62	4.93	107.9	203.5	25.59	32.60	173.7	221.3	33.51	39.42	135.9	159.9	148.3	180.1
2002	2.49	4.80	102.7	197.9	22.48	31.73	152.6	215.4	31.78	37.43	128.9	151.9	136.7	172.7
2003	2.82	4.92	116.3	203.0	20.97	27.18	142.4	184.5	33.44	39.19	135.7	158.9	137.9	167.4
2004:														
First quarter	2.46	5.02	101.4	206.8	23.73	28.05	161.1	190.4	33.08	34.66	134.2	140.6	143.1	156.9
Second quarter	3.10	4.15	127.8	170.9	28.79	32.40	195.4	219.9	32.81	43.61	133.1	176.9	153.6	191.1
Third quarter	2.67	6.26	110.8	258.2	17.54	43.68	119.1	296.5	35.27	43.51	143.1	176.5	135.2	215.9
Fourth quarter	3.13	4.88	129.0	201.4	26.78	32.57	181.8	221.1	38.24	47.27	155.1	191.8	163.9	201.4
Annual	2.82	5.06	116.5	208.7	22.46	33.85	152.5	229.8	34.74	41.91	140.9	170.0	144.7	189.6
2005:														
First quarter	3.34	4.79	137.7	197.4	29.32	41.03	199.0	278.5	38.29	43.09	155.3	174.8	169.7	208.9
Second quarter	3.16	10.51	130.2	433.4	34.10	44.40	231.5	301.4	40.22	48.79	163.2	197.9	185.6	231.9
Third quarter	4.13	9.52	170.2	392.7	34.99	28.62	237.5	194.3	53.30	55.05	216.2	223.3	223.2	213.8
Fourth quarter	2.85	6.92	117.7	285.2	25.86	52.92	175.6	359.2	46.70	67.79	189.5	275.0	184.9	302.7
Annual	3.26	7.60	134.3	313.4	29.83	38.83	202.5	263.6	42.37	51.16	171.9	207.6	181.9	225.9
2006:														
First quarter	4.09	4.16	168.8	171.5	30.70	36.75	208.4	249.5	46.59	44.74	189.0	181.5	195.4	203.8
Second quarter	2.86	16.20	117.8	668.2	30.52	55.49	207.2	376.7	54.26	65.87	220.1	267.2	215.9	303.2
Third quarter	4.84	8.33	199.5	343.6	23.41	39.61	158.9	268.9	55.85	61.96	226.6	251.4	204.4	257.1
Fourth quarter	4.27	9.82	176.3	405.1	33.38	41.89	226.6	284.3	53.49	68.73	217.0	278.8	220.2	280.6
Annual	3.65	6.90	150.7	284.6	30.12	45.62	204.5	309.7	51.94	61.37	210.7	249.9	208.7	268.9

[1] Base for composite index, 1987, involves 210,078,000 cubic yards of roadway excavation, 30,893,690 square yards of portland cement concrete surfacing with an average thickness of 9 inches, 37,760,443 tons of bituminous concrete surfacing, 577,753,544 pounds of reinforcing steel for structures, 444,924,141 pounds of structural steel and 3,498,333 cubic yards of structural concrete.

[2] Starting with 1972, prices for portland cement concrete surfacing reflect adjustments to a standard 9″ thickness in each State. Prices do not include costs for reinforcing steel and joints.

AR00118323

CONSTRUCTION RURAL AND URBAN

Structural reinforcing steel				Structural steel				Structural concrete				Structures		Composite		
Average contract price (lb.)		Index		Average contract price (lb.)		Index		Average contract price (cu. yd.)		Index		Index		Index		Ratio of urban prices to rural prices
Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
.178	.182	40.4	41.3	.333	.346	37.6	39.1	100.68	99.66	41.8	41.4	40.5	40.8	36.9	43.0	1.17
.204	.208	46.3	47.2	.391	.355	44.2	40.1	111.48	112.07	46.3	46.5	45.7	45.0	40.8	46.8	1.15
.339	.340	76.9	77.1	.508	.573	57.4	64.7	138.76	135.35	57.6	56.2	60.9	62.0	54.7	64.8	1.18
.287	.307	65.1	65.1	.523	.582	59.1	65.8	135.00	143.27	56.1	59.5	58.4	62.1	54.9	65.2	1.19
.269	.248	61.0	56.3	.478	.488	54.0	55.1	141.20	138.08	58.6	57.3	57.8	56.6	54.4	61.8	1.14
.274	.270	62.2	61.3	.523	.517	59.1	58.4	145.33	141.68	60.3	58.8	60.3	59.1	57.9	65.4	1.13
.323	.309	73.3	70.1	.586	.615	66.2	69.5	173.49	171.30	72.0	71.1	70.7	70.5	67.5	75.9	1.12
.416	.425	94.4	96.4	.768	.753	86.8	85.1	219.07	205.25	91.0	85.2	90.4	87.1	82.5	94.0	1.14
.463	.498	105.1	113.0	.777	1.012	87.8	114.3	241.38	217.76	100.2	90.4	97.8	100.6	93.1	104.6	1.12
.440	.436	99.8	98.9	.773	.800	87.3	90.4	254.71	216.49	105.8	89.9	99.9	91.6	92.9	98.1	1.06
.414	.403	93.9	91.4	.705	.778	79.7	87.9	237.52	210.03	98.6	87.2	92.8	88.1	87.0	92.1	1.06
.391	.402	88.7	91.2	.672	.731	75.9	82.6	217.00	211.84	90.1	88.0	86.1	87.1	84.7	94.5	1.11
.408	.409	92.6	92.8	.667	.724	75.4	81.8	226.17	213.60	93.9	88.7	88.8	87.6	89.4	100.6	1.13
.441	.446	100.1	101.2	.794	.797	89.7	90.1	240.45	245.36	99.8	101.9	97.2	98.6	97.1	112.0	1.15
.448	.440	101.7	99.8	.832	.856	94.0	96.7	260.72	228.50	108.3	94.9	103.4	96.2	97.1	110.7	1.14
.456	.436	103.5	98.9	.848	.900	95.8	101.7	258.21	234.95	107.2	97.6	103.6	98.9	95.7	111.0	1.16
.481	.498	109.1	113.0	.890	.932	100.6	105.3	262.23	278.33	108.9	115.6	106.7	112.4	97.9	118.2	1.21
.495	.576	112.3	130.7	.994	1.026	112.3	115.9	273.78	286.88	113.7	119.1	113.1	120.3	99.4	120.0	1.21
.580	.510	131.6	115.7	.934	1.04	105.6	117.5	297.22	281.33	123.4	116.8	120.1	116.8	104.3	118.7	1.14
.492	.510	111.5	115.7	.939	1.06	106.1	119.8	276.49	259.65	114.8	107.8	111.9	112.3	103.5	113.8	1.10
.482	.530	109.5	120.9	.879	.94	99.3	106.0	281.19	250.79	116.8	104.1	110.9	107.5	101.8	113.1	1.11
.492	.453	111.6	102.7	.859	.863	97.1	97.5	259.52	263.29	107.7	109.3	105.6	105.0	105.5	116.5	1.10
.501	.520	113.7	118.0	.843	.849	95.3	95.9	276.76	269.93	114.9	112.1	109.5	108.8	108.9	124.6	1.14
.503	.561	114.1	127.4	.853	.973	96.3	109.9	272.76	321.85	113.2	133.6	108.9	126.3	111.5	137.2	1.23
.564	.519	127.9	117.7	1.047	1.084	118.3	122.5	301.57	288.80	125.2	119.9	123.9	120.2	119.4	124.9	1.05
.568	.566	128.9	128.5	1.075	1.227	121.5	138.6	307.58	329.17	127.7	136.7	126.3	135.8	121.5	146.5	1.21
.559	.533	126.8	121.0	1.061	1.144	119.9	129.3	354.92	321.48	147.4	133.5	136.6	130.2	124.2	138.9	1.11
.525	.572	119.0	129.9	1.204	1.236	136.0	139.7	325.11	354.40	134.9	147.2	132.5	142.2	130.7	149.3	1.14
.471	.630	106.8	143.0	1.145	1.452	129.4	164.0	365.55	362.09	151.8	150.4	138.2	152.7	138.1	162.6	1.18
.566	.633	128.5	143.7	1.110	1.259	125.4	142.3	326.80	350.77	135.7	145.7	131.8	144.4	134.9	167.9	1.24
.595	.614	134.9	139.2	1.205	1.498	136.1	169.3	389.29	357.51	161.6	148.5	150.3	152.4	137.6	167.6	1.21
.637	.747	144.6	169.4	1.037	1.238	117.1	139.8	401.80	412.66	166.8	171.3	149.9	162.7	139.9	170.7	1.22
.684	.672	155.3	152.6	1.077	1.146	121.7	129.5	307.21	406.12	127.6	168.6	130.8	155.5	131.4	163.8	1.25
.698	.865	158.3	196.4	1.578	2.954	178.2	333.8	393.51	396.09	163.4	164.5	166.5	214.6	155.4	198.4	1.28
.828	.828	187.9	187.9	1.102	1.145	124.6	129.4	153.03	443.29	63.5	184.1	100.9	170.3	116.3	202.2	1.74
.903	.967	204.9	219.3	1.307	1.529	147.7	172.8	324.48	388.02	134.7	161.1	150.1	174.1	152.6	189.4	1.24
.780	.840	177.0	190.6	1.307	1.583	147.6	178.8	247.60	408.67	102.8	169.7	127.3	175.7	132.8	186.3	1.40
.875	1.227	198.5	278.4	1.262	1.558	142.6	176.0	507.41	157.10	210.7	65.3	190.6	130.9	174.1	172.8	.99
.967	1.022	219.5	231.8	1.291	1.947	145.9	220.0	537.27	556.52	223.1	231.1	202.1	228.3	184.5	260.6	1.41
.843	.876	191.2	198.8	1.353	1.904	152.9	215.2	477.52	530.08	198.3	220.1	185.1	215.2	198.4	241.3	1.22
.703	.968	159.5	219.5	1.319	1.674	149.0	189.2	427.12	592.84	177.4	246.2	166.8	226.6	166.8	266.5	1.59
.836	1.031	189.7	233.9	1.300	1.733	146.9	195.8	483.90	354.24	200.9	147.1	184.7	174.8	176.0	216.6	1.23
.867	.781	196.7	177.1	1.253	1.555	141.6	175.7	431.77	389.70	179.3	161.8	172.3	168.1	181.2	183.2	1.01
.709	1.023	160.9	232.1	1.444	1.852	163.2	209.3	895.28	544.99	371.7	226.3	280.7	222.8	229.6	322.7	1.41
.853	1.126	193.6	255.4	1.439	2.937	162.6	331.8	395.92	475.53	164.4	197.5	168.9	242.9	188.0	263.9	1.40
.933	.973	211.7	220.8	1.897	1.526	214.4	172.4	433.14	803.54	179.9	333.6	194.4	271.8	202.2	295.4	1.46
.807	.912	183.1	206.9	1.602	1.832	181.0	207.0	635.05	521.06	263.7	216.4	228.1	212.3	208.5	246.3	1.18

1.18-140 2.

AR00118324

Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840

June 9, 2006

Mr. Francis Hirakami
MK Engineers
286 Kalihi Street
Honolulu, Hawaii 96819-3937

Dear Mr. Hirakami:

Re: Honolulu High-Capacity Transit Alternatives Analysis
HECO Work Order No: EE000063

This is in response to our meeting on February 26, 2006 regarding the subject project. As requested, the following are rough unit costs which may be used for estimating purposes.

12kV OH to OH Relocations (wood to wood):

a. 12kV 3Ph with secondary OH lines (rural area, single circuit and new conductors with 250ft avg. spans):	**$720,000/mi**
b. 12kV 3Ph with secondary OH lines (urban area, single circuit and new conductors with 150ft avg. spans):	**$1,009,000/mi**
c. 12kV 1Ph with secondary OH lines (single circuit and new conductors with 150ft avg. spans):	**$725,000/mi**

*Note: Unit costs for OH to OH relocations include removal of existing OH facilities, and do not include switches and transformers.

12kV OH to UG Relocations:

a. 12kV UG (single 3Ph circuit):	**$5,000,000/mi**
b. 12kV UG (additional 3Ph circuit installed at same time as single 3Ph circuit):	**$933,000/mi**
c. 12kV UG (1Ph circuit):	**$3,823,000/mi**
d. 12kV UG Main Run Serving Loads (dual 3Ph mains, dual 3Ph fused feeders, and three 1Ph fused feeders):	**$7,238,000/mi**

*Note: Unit costs for OH to UG relocations include removal of existing OH facilities, and do not include riser poles, transformers, and switchgears.

12kV UG to UG Relocations:

a. 12kV UG (single 3Ph circuit):	**$6,253,000/mi**
b. 12kV UG (additional 3Ph circuit installed at same time as single 3Ph circuit):	**$1,215,000/mi**
c. 12kV UG (1Ph circuit):	**$5,091,000/mi**
d. 12kV UG Main Run Serving Loads (dual 3Ph mains, dual 3Ph fused feeders, and three 1Ph fused feeders):	**$9,902,000/mi**

*Note: Unit costs for UG to UG relocations include removal of existing UG facilities, and do not include transformers and switchgears.

HHCTCP
ROW COST ESTIMATES
AIRPORT SEGMENT
KOAPAKA DESIGN OPTION

TMK	Parcel Acquisitions	Assessed Land Value	Assessed Building Value	2009 Total Assessment	Parcel Area	Price per SF	Area Affect	Acquisition Cost	Relcoation Cost
1-1-015-003	Partial/easement	$770,300	$17,200	787,500	8,108	$97	3,704	$359,756	
1-1-015-012	Partial	$13,695,800	$8,308,400	22,004,200	298,147	$74	11,263	$831,245	
1-1-015-013	Partial	$20,527,800	$45,192,700	65,720,500	546,210	$120	16,695	$2,008,758	
1-1-016-030	Full	$2,012,500	$328,400	2,340,900	22,500	$104	22,500	$2,926,125	$1,463,063
1-1-016-031	Partial	$2,104,000	$39,800	2,143,800	22,307	$96	5,309	$510,218	
1-1-016-032	Partial	$1,963,800		1,963,800	19,687	$100	6,009	$599,404	
1-1-016-033	Partial	$1,900,000	$3,000	1,903,000	20,000	$95	6,111	$581,462	
1-1-016-001	Full	$2,563,800	$895,200	3,459,000	34,750	$100	34,751	$4,323,750	$2,161,875
1-1-014-070	Partial	$1,921,600	$719,000	2,640,600	21,802	$121	1,133	$137,227	
1-1-014-071	Full	$1,963,300	$483,000	2,446,300	19,680	$124	19,926	$3,057,875	$1,528,938
1-1-003-001	Access Easement	$214,712,000	$1,879,600	216,591,600	108,559,792	$2	9,647	$100	
1-1-003-028	Partial/easement	$1,116,400		1,116,400	18,609	$60	7,694	$100	

Total Acqusition Cost	**$15,336,021**
Total Relocation Cost	**5,153,875**

Notes:
On Full takes, used a 25% escalation on assessed values
Partial takes based on price per SF
Nominal acquisition cost associated w/ State & HDOT properties due to Inter-governmental agreements.
Relocation costs based on 50% of acquisition

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HHCTCP
ROW COST ESTIMATES
AIRPORT SEGMENT
UALENA DESIGN OPTION

TMK	Parcel Acquisitions	Assessed Land Value	Assessed Building Value	2009 Total Assessment	Parcel Area	Price per SF	Area Affect	Acquisition Cost	Relcoation Cost
1-1-004-012	Partial	$1,970,100		1,970,100	22,000	$90	225	$20,149	
1-1-004-013	Partial	$1,843,000		1,843,000	20,000	$92	300	$27,645	
1-1-004-014	Partial	$1,950,200		1,950,200	22,000	$89	4,000	$354,582	
1-1-004-015	Partial	$1,878,800		1,878,800	41,752	$45	3,000	$134,997	
1-1-004-017	Partial	$930,400		930,400	20,675	$45	5,500	$247,507	
1-1-004-018	Partial	$930,400		930,400	20,675	$45	11,500	$517,514	
1-1-016-005	Full	$2,113,200	$1,472,800	3,586,000		#DIV/0!	Full	$4,482,500	$2,241,250
1-1-016-006	Full	$2,045,100	$680,700	2,725,800		#DIV/0!	Full	$3,407,250	$1,703,625
1-1-016-007	Partial	$4,340,900	$2,422,800	6,763,700		$100	6,000	$600,000	
1-1-016-013	Aerial Easement	$2,272,100		2,272,100		$100	3,000	$300,000	
1-1-016-014	Full	$2,196,800	$50,200	2,247,000		#DIV/0!	Full	$2,808,750	$1,404,375
1-1-016-015	Full	$2,104,000	$859,800	2,963,800		#DIV/0!	Full	$3,704,750	$1,852,375
1-1-016-016	Aerial Easement	$2,012,500	$953,600	2,966,100		$100	3,000	$300,000	
							Total Acqusition Cost	**$16,605,643**	
							Total Relocation Cost	**7,201,625**	

Notes:
On Full takes, used a 25% escalation on assessed values
Partial takes based on price per SF
Nominal acquisition cost associated w/ State & HDOT properties due to Inter-governmental agreements.
Relocation costs based on 50% of acquisition

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