

MICHIGAN STATE BLOCK GRANT PROGRAM

AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2015 to FY-2019

*ACIP includes current development year (2015 already programmed - minor changes acceptable)

Airport Name: West Michigan Regional Airport											Date prepared: 06-19-2014 Revised 12/1/2014
Associated City: Holland, MI											Prepared By: JET
Sponsor: West Michigan Airport Authority											Sponsor email address & phone: grobinson@cityofholland 616-355-1310
Airport Identifier: BIV											
Development Year	Project Description	Shown on ALP? (Yes or No)	ACIP Code**	NPIAS Priority Rating**	Federal Entitlements	Federal Apportionment	Federal Discretionary	State	Local	Total	Remarks/Item Justification - Provide as much detail as possible.
2015	<i>Carry forward 2012,2013 & 2014 NPE = \$400,690</i>										
	Design Engineering for Terminal Apron	Yes	CAAPCO	54	\$144,720	\$0	\$0	\$8,040	\$8,040	\$160,800	This involves design engineering for the Aircraft Apron. Design efforts for the Apron include full "build out" (is not dependent on anticipated available funds).
	Design Terminal building Site Work and Parking Lot	Yes	CATECO	45	\$58,860	\$0	\$0	\$3,270	\$3,270	\$65,400	This involves design engineering for the site improvements around the new terminal building, including new parking lot.
	Purchase Wetland Mitigation Credits	Yes	CATECO	47	\$45,000	\$0	\$0	\$2,500	\$2,500	\$50,000	Wetland mitigation credits will be required to offset wetlands displaced during the terminal area project.
	Architectural Design for Airport Terminal Building	Yes	CATECO	47	\$0	\$0	\$0	\$162,540	\$18,060	\$180,600	This project includes architectural design for the new airport terminal building. The terminal building is expected to be approximately 8,000 sqft
	Terminal Building Site Work & Auto Parking Lot Construction	Yes	CATECO	45	\$302,110	\$0	\$0	\$516,934	\$45,956	\$865,000	Developing the infrastructure around the terminal building will be necessary to accommodate the airport entrance road, auto parking lots, wetland mitigation area and other infrastructure such as water/sewer services.
	Terminal Apron Construction	Yes	CAAPCO	54	\$0	\$1,710,000	\$0	\$95,000	\$694,200	\$2,499,200	Construction of the terminal apron at midfield needs to occur simultaneously with the development of a new airport terminal area. Total cost reflects anticipated money available, and was not based on preliminary engineering layouts.
	Airport Terminal Building Construction	Yes	CATECO	47	\$0	\$0	\$0	\$1,800,000	\$29,400	\$1,829,400	This project includes architectural design for the new airport terminal building. The terminal building is expected to be approximately 8,000 sqft
2016	<i>Carry forward 2015 NPE = \$0</i>										
	Design for Rehabilitate Taxilane Pavements in North Hangar Area	Yes	RETWIM	66	\$9,900	\$0	\$0	\$550	\$550	\$11,000	The last pavement condition index (PCI) review indicated the pavement in the north hangar area to have a score of 19. Due to the relocation of the airport terminal, this project was postponed. However, by 2016, it is anticipated that this area will require attention. These pavements will still provide access to multiple hangars and overflow parking for the new terminal apron, so they need to be addressed.
	Construction for Rehabilitate Taxilane Pavements in North Hangar Area	Yes	RETWIM	66	\$98,100	\$0	\$0	\$5,450	\$5,450	\$109,000	The last pavement condition index (PCI) review indicated the pavement in the north hangar area to have a score of 19. Due to the relocation of the airport terminal, this project was postponed. However, by 2016, it is anticipated that this area will require attention. These pavements will still provide access to multiple hangars and overflow parking for the new terminal apron, so they need to be addressed.
2017	<i>Carry forward 2016 NPE = \$42,000</i>										
	Design for Rehabilitation of Runway Lights and LED Lighting Improvements	Yes	RERWLI	70	\$37,800	\$0	\$0	\$2,100	\$2,100	\$42,000	Portions of the runway lighting circuit are over 20 years old. The system shorts often due to high ground water and has become unreliable. The proposed project is to completely rehab the lighting system and remove the primary cause of failure by sheeting water past lights and increasing the subsurface drainage into underdrains away from lighting circuits. LED improvements will prolong service life and reduce operating costs.
	Construction for Rehabilitation of Runway Lights and LED Lighting Improvements	Yes	RERWLI	70	\$150,000	\$433,200	\$0	\$32,400	\$32,400	\$648,000	Portions of the runway lighting circuit are over 20 years old. The system shorts often due to high ground water and has become unreliable. The proposed project is to completely rehab the lighting system and remove the primary cause of failure by sheeting water past lights and increasing the subsurface drainage into underdrains away from lighting circuits. LED improvements will prolong service life and reduce operating costs.
2018	<i>Carry forward 2017 NPE = \$0</i>										
	Design for Runway 8/26 Rehabilitation	NA	RERWIM	70	\$133,200	\$0	\$0	\$7,400	\$7,400	\$148,000	Runway 8/26 was last rehabilitated in 2001 and some sort of rehabilitation will likely be warranted by 2019. Design should be accomplished a year prior for better bidding and to allow time to study alternatives. The exact condition of the pavement at this future date is uncertain, so alternatives (Porous Friction Course (PFC) overlay, concrete white topping, etc.) should be studied and give the airport a cost benefit analysis of the available options for them to fully compare.
2019	<i>Carry forward 2018 NPE = \$16,800</i>										
	Runway 8/26 Rehabilitation	NA	RERWIM	70	\$150,000	\$0	\$1,948,800	\$116,600	\$116,600	\$2,332,000	Runway 8/26 was last rehabilitated in 2001 and some sort of rehabilitation will likely be warranted by 2019. The exact condition of the pavement at this future date is uncertain, so alternatives will be studied during the design phase. For this estimate, a 4" mill and fill was used as the preliminary rehabilitation method.