

**MICHIGAN AIRPORT DEVELOPMENT
PROGRAM PACKAGE
MDOT Airports Division**

**Ten Year Airport Capital Improvement Plan
2012-2022**

Prepared for:

**Tulip City Airport
Holland, Michigan**

**August 2011
Final December 2011**

Contact:

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Prepared by:

Mead&Hunt

MICHIGAN STATE BLOCK GRANT PROGRAM
TEN-YEAR AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2012 to FY-2022

*ACIP includes current development year (2012 already programmed - minor changes acceptable)

Airport Name: Tulip City Airport										Date prepared: 8-02-2011 REV 12/5/11	
Associated City: Holland, MI										Prepared By: GWS REV By RJE	
Sponsor: West Michigan Airport Authority										Sponsor email address & phone: grobinson@cityofholland.com 616-355-1310	
Airport Identifier: BIV										FINAL ACIP due to MDOT AERO: no later than 12/03/2010	
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.
2012											
A	Environmental Assessment for Airport Terminal Building, Parking Lot, Terminal Apron and Entrance Road, Land	Yes	CATECO	47	\$23,750	\$0	\$0	\$625	\$625	\$25,000	Construction of new terminal area is expected to require the development of a short form EA to address wetland issues. Pending the availability of MDOT AERO staff, this work may need to be completed by the Airport's consultant.
A	Survey & Preliminary Engineering Support for Environmental Assessment	Yes	CATECO	47	\$23,750	\$0	\$0	\$625	\$625	\$25,000	Environmental Assessment will require ground survey and preliminary engineering support to determine grading limits and impacts of project.
B	Property Acquisition for new terminal building, Airport Parking Lot/Entrance Road	Yes	CATECO	47	\$0	\$0	\$0	\$849,600	\$94,400	\$944,000	Additional land is required for new airport terminal building area. The additional land is necessary for the automobile parking lot, airport entrance road improvements, emergency access to terminal building and future expansion. Land acquisition will be initially funded by sponsor then reimbursed at 90% state, 10% local.
2013											
	Purchase Wetland Mitigation Credits	Yes	CATECO	47	\$47,500	\$0	\$0	\$1,250	\$1,250	\$50,000	Wetland mitigation credits will be required to offset wetlands displaced during terminal area project.
C	Design Engineering for Terminal Building Site Work & Auto Parking Lots	Yes	CATECO	47	\$52,250	\$0	\$0	\$1,375	\$1,375	\$55,000	Design engineering for the site improvements around the new terminal building, including new parking lot and possible entrance road.
D	Design Engineering for Terminal Apron	Yes	CAAPCO	54	\$152,750	\$23,000	\$0	\$4,625	\$4,625	\$185,000	Construction of terminal apron at midfield needs to occur simultaneously with development of new airport terminal area.
E	Design Engineering and Construction of Airport Entrance Road & Utilities	Yes	CATECO	47	\$0	\$0	\$0	\$0	\$530,000	\$530,000	Design engineering for the airport entrance road improvements paid for under local grants. New entrance drive will be a boulevard entrance off Washington Ave.
F	Architectural Design for Airport Terminal Building	Yes	CATECO	47	\$0	\$0	\$0	\$161,100	\$17,900	\$179,000	Architectural design for the new airport terminal building. Design to be based on the recommendations of the previously completed terminal study (anticipated completion on 2010).
2014											
C	Terminal Building Site Work, & Auto Parking Lot Construction	Yes	CATECO	47	\$150,000	\$705,000	\$0	\$22,500	\$22,500	\$900,000	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.
D	Terminal Apron Construction	Yes	CAAPCO	54	\$0	\$1,683,600	\$1,250,000	\$77,200	\$77,200	\$3,088,000	Construction of terminal apron at midfield needs to occur simultaneously with development of new airport terminal area.
F	Airport Terminal Building Construction	Yes	CATECO	47	\$0	\$0	\$0	\$500,000	\$3,126,000	\$3,626,000	Construction of a new terminal building will provide the airport with a facility that will better serve the users. Cost from FY 2010 ACIP. New study cost estimates to be inserted when available.
2015											
G	Runway 8 MALSR	Yes	SPRWVI	81	\$150,000	\$635,650	\$0	\$20,675	\$20,675	\$827,000	Installation of MALSR on Rwy 8 approach will lower minimums, providing better service to pilots flying the LPV approach to BIV. A 50:1 glide slope will be implemented on runway 8 and new survey data on obstructions will need to be submitted to FAA's GIS database for analysis to lower minimums.
G	Property Acquisition for Runway 8 MALSR	Yes	SPRWVI	81	\$0	\$702,050	\$0	\$18,475	\$18,475	\$739,000	Additional land is required for MALSR installation. Parcels are in Fillmore Township, Allegan County, MI. The first is in Section 17 (03-06-007-011-00) and will consist of approximately a 25 acre inside the RPZ and 7 additional acres for the MALSR approach lights. The land on this parcel is active farmland. The second parcel is in Section 18 (03-06-018-003-00) and will consist of approximately 10 acres inside the RPZ. The cost estimates assume that ground level easements will be acquired inside the RPZ.
2016											
H	Rehabilitation of Runway Lights and LED Lighting Improvements	Yes	RERWLI	70	\$150,000	\$0	\$1,361,450	\$39,775	\$39,775	\$1,591,000	Portions of the runway lighting circuit are over 20 years old. System shorts often due to high ground water and has become unreliable. Proposed project is to completely rehab lighting system and remove 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.

**MICHIGAN STATE BLOCK GRANT PROGRAM
TEN-YEAR AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2012 to FY-2022**

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Airport Identifier:	BIV	FINAL ACIP due to MDOT AERO: no later than 12/03/2010	

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.
2017											
I	Airport Pavement Preventative Maintenance (Crack Sealing/Paint Marking)	Yes	RERWIM	70	\$150,000	\$48,550	\$0	\$5,225	\$5,225	\$209,000	Airport markings will likely be faded and need to be re-marked by this time. Preventative maintenance of airport pavements with crack sealing, joint repair, and seal-coat will extend service life.
J	Rehabilitate Old Airport Terminal Apron & Taxiway/Taxilane Pavements in North Hangar Area	Yes	RETWIM	66	\$0	\$411,350	\$0	\$10,825	\$10,825	\$433,000	The last pavement condition index (PCI) review indicated the pavement in the north hangar area to have a score of 44 & 68. Due to relocation of airport terminal this project was postponed, however, by 2017 it is anticipated that this area will require attention. These pavements will still provide access to multiple hangars and overflow parking for new terminal apron so they need to be addressed.
2018											
	Airport Snow Removal Equipment (SRE) Acquisition	No	STEQSN	47	\$150,000	\$15,300	\$0	\$4,350	\$4,350	\$174,000	Airport requires new snow removal equipment to keep up with clearing operation and keep airport open for corporate jet traffic. Airport has not used AIP to purchase SRE before. Airport seeks multi-purpose carrier vehicle due to varied demands on the small field and inefficiency of purchasing/maintaining multiple specialty vehicles (one per task). Cost is based upon New Holland Bidirectional tractor or similar product. Actual cost will be determined after Airport Management decides upon the equipment they intend to purchase.
2019											
K	Airport Snow Removal Equipment Building	Yes	STBDSN	39	\$150,000	\$517,850	\$0	\$17,575	\$17,575	\$703,000	Airport requires new snow removal equipment to keep up with clearing operation and keep airport open for corporate jet traffic. Proposed building is a simple garage with 2-3 bays. Building location still needs to be determined. For this estimate, a new site on the south side of the field was estimated, other locations (including by former terminal building) could require less site work/paving and lower costs.
L	Fire Department / AARF / Emergency Response Center	Yes	STBDEX	71	\$0	\$0	\$0	\$52,925	\$2,064,075	\$2,117,000	Community is considering plans for a fire station in the vicinity of the airport. Building would be primarily funded by non-aviation sources, but portions could be eligible. The building could be built in such a way to add on to the airport SRE garage and share common elements (break room, showers, maintenance bays, etc) to reduce costs. Airport is also evaluating potential part-139 status which would involve AARF needs, and a bay facing the airport out of the same building could provide coverage at much lower costs.
2020											
M	Design for Runway 8-26 Rehabilitation	No	RERWIM	70	\$125,400	\$0	\$0	\$3,300	\$3,300	\$132,000	Runway 26 was last rehabilitated in 2001 and some sort of rehabilitation will likely be warranted by 2020. Design should be accomplished a year prior for better bidding and to allow time to study alternatives. 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.
	Carry forward remainder of GA Entitlements for 2021 construction (\$24,600)	No				\$0	\$0				
2021											
M	Runway 8-26 Rehabilitation		RERWIM	70	\$174,600	\$0	\$2,223,200	\$63,100	\$63,100	\$2,524,000	Runway 26 was last rehabilitated in 2001 and some rehabilitation will likely be warranted by 2020. This design estimate assumes a rehabilitation, but depending upon pavement condition and the results of the design study the prior year, other preventative maintenance methods may be considered.
2022											
N	Preliminary Engineering and EA for Crosswind Runway	NA	CARWCO	63	\$142,500	\$0	\$0	\$3,750	\$3,750	\$150,000	Preliminary engineering and environmental assessment for future crosswind runway.

ENGINEERING COST ESTIMATE

PROJECT: Airport Entrance Road Construction
 AIRPORT: Tulip City Airport
 LOCATION: Holland, Michigan

Program Year: 2013
 Date Prepared: 7/14/2010
 Prepared By: RJC

FINAL DESIGN
 PROJECT PROGRAMMING
 FEASIBILITY STUDY
 STATE PLANNING
 BASED ON FY 2010 DOLLARS

Item Description	Unit	Quantity	Unit Price	Item Cost
Mobilization & General Conditions	Lump Sum	1	\$ 15,000.00	\$ 15,000
Safety & Security	Lump Sum	1	\$ 6,000.00	\$ 6,000
Fine Grade & Compact	SYD	5,000	\$ 2.00	\$ 10,000
Pulverize Existing Pavement	SYD	5,000	\$ 1.00	\$ 5,000
Curb & Gutter	LFT	3,800	\$ 6.00	\$ 22,800
Sand Subbase	CYD	980	\$ 12.00	\$ 11,760
Aggregate Base Course	CYD	490	\$ 35.00	\$ 17,150
Bituminous Pavement	Tons	1,520	\$ 80.00	\$ 121,600
Landscaping & Trees	Lump Sum	1	\$ 43,500.00	\$ 43,500
Conduits	Lft	200	\$ 80.00	\$ 16,000
Lighting	Lump Sum	1	\$ 20,000.00	\$ 20,000
Utilities	Lump Sum	1	\$ 25,000.00	\$ 25,000
Drainage	Lump Sum	1	\$ 50,000.00	\$ 50,000
Turfing & Mulch	Acre	8	\$ 4,500.00	\$ 36,000
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -



CONSTRUCTION TOTAL = \$ 399,810.00
 CONSTRUCTION CONTINGENCIES (10%) = \$ 39,981.00

 CONSTRUCTION TOTAL = \$ 439,791.00

 ENGINEERING DESIGN = \$ 30,000.00
 CONSTRUCTION ADMIN. = \$ 44,000.00

 \$ 513,791

ANTICIPATED CONSTRUCTION YEAR = 2013
 RATE OF INFLATION = 1.00%
 PROJECT YEAR TOTAL COST = \$529,359.38

PROJECT YEAR TOTAL COST = \$530,000.00

TOTAL FEDERAL DOLLARS 0% \$ -
 TOTAL STATE DOLLARS 0.0% \$ -
 TOTAL LOCAL DOLLARS 100.0% \$ 530,000

JUSTIFICATION AND NOTES:

Construction of airport entrance road improvements to be paid for under local grants. New entrance drive will be a boulevard entrance off Washington Ave. approximately 3,000 lf of road which will be straightened/widened to meet local city street codes and provide a visual gateway to the airport terminal building.

Note: These costs were developed without the benefit of field surveys or soils investigation. A final cost estimate will be dependent upon development of these items and further d

ENGINEERING COST ESTIMATE

PROJECT: Terminal Building Site Work & Auto Parking Lot Construction.
 AIRPORT: Tulip City Airport
 LOCATION: Holland, Michigan

Program Year: 2014
 Date Prepared: 7/14/2010
 Prepared By: WEG 7/12/07, rev RJC 7/24/10

FINAL DESIGN
 PROJECT PROGRAMMING
 FEASIBILITY STUDY
 STATE PLANNING
 BASED ON FY 2010 DOLLARS

Item Description	Unit	Quantity	Unit Price	Item Cost
Mobilization and General Conditions	LS	1	\$ 60,000.00	\$ 60,000
Safety and Security	LS	1	\$ 20,000.00	\$ 20,000
Drainage	LS	1	\$ 90,000.00	\$ 90,000
Unclassified Excavation	CY	10,000	\$ 8.00	\$ 80,000
Pavement Marking	LS	1	\$ 20,000.00	\$ 20,000
Subbase Material	CY	3,100	\$ 12.00	\$ 37,200
Aggregate Base course	CY	1,625	\$ 40.00	\$ 65,000
Asphalt pavement	TON	1,750	\$ 90.00	\$ 157,500
Utilities	LS	1	\$ 25,000.00	\$ 25,000
Parking Lot Lights	LS	1	\$ 60,000.00	\$ 60,000
Seeding & Mulch	Acres	10	\$ 4,000.00	\$ 40,000
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -



CONSTRUCTION TOTAL = \$ 654,700.00
 CONSTRUCTION CONTINGENCIES (20%) = \$ 130,940.00

CONSTRUCTION TOTAL = \$ 785,640.00

ENGINEERING DESIGN = \$ -
 CONSTRUCTION ADMIN. = \$ 79,000.00
 \$ 864,640

ANTICIPATED CONSTRUCTION YEAR = 2014
 RATE OF INFLATION = 1.00%
 PROJECT YEAR TOTAL COST = \$899,747.85

PROJECT YEAR TOTAL COST = \$900,000.00

TOTAL FEDERAL DOLLARS 95% \$ 855,000
 TOTAL STATE DOLLARS 2.5% \$ 22,500
 TOTAL LOCAL DOLLARS 2.5% \$ 22,500

JUSTIFICATION AND NOTES:

Developing the infrastructure around the terminal building will be necessary to accommodate the terminal apron, connector taxiways, airport entrance road, auto parking lots, wetland mitigation area and other infrastructure such as water/sewer services.

Note: These costs were developed without the benefit of field surveys or soils investigation. A final cost estimate will be dependent upon development of these items and further d

ENGINEERING COST ESTIMATE

PROJECT: Terminal Apron
 AIRPORT: Tulip City Airport
 LOCATION: Holland, Michigan

Program Year: 2014
 Date Prepared: 12/14/2010
 Prepared By: GWS 12/14/2010

FINAL DESIGN
 PROJECT PROGRAMMING
 FEASIBILITY STUDY
 STATE PLANNING
 BASED ON FY 2010 DOLLARS

Item Description	Unit	Quantity	Unit Price	Item Cost
Mobilization and General Conditions	LS	1	\$ 80,000.00	\$ 80,000
Safety and Security	LS	1	\$ 15,000.00	\$ 15,000
Drainage	LS	1	\$ 60,000.00	\$ 60,000
Unclassified Excavation	CY	55,000	\$ 5.00	\$ 275,000
Concrete Apron Pavement	SY	26,750	\$ 46.00	\$ 1,230,500
Pavement Marking	LS	1	\$ 5,000.00	\$ 5,000
Subbase Material	CY	21,280	\$ 12.00	\$ 255,360
Aggregate Base course	CY	7,100	\$ 40.00	\$ 284,000
Asphalt pavement	TON	570	\$ 100.00	\$ 57,000
Lighting (Apron and MITL)	LS	1	\$ 35,000.00	\$ 35,000
Seeding & Mulch	Acres	2	\$ 4,000.00	\$ 8,000
Perimeter Fence Relocation & New Gates	Lump Sum	1	\$ 40,000.00	\$ 40,000
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -



CONSTRUCTION TOTAL = \$ 2,344,860.00
 CONSTRUCTION CONTINGENCIES (15%) = \$ 351,729.00

CONSTRUCTION TOTAL = \$ 2,696,589.00

ENGINEERING DESIGN = \$ -
 CONSTRUCTION ADMIN.= \$ 270,000.00
 \$ 2,966,589

ANTICIPATED CONSTRUCTION YEAR = 2014
 RATE OF INFLATION = 1.00%
 PROJECT YEAR TOTAL COST = \$3,087,044.41

PROJECT YEAR TOTAL COST = \$3,088,000.00

TOTAL FEDERAL DOLLARS 95% \$ 2,933,600
 TOTAL STATE DOLLARS 2.5% \$ 77,200
 TOTAL LOCAL DOLLARS 2.5% \$ 77,200

JUSTIFICATION AND NOTES:

New midfield terminal development will require design and construction of associated terminal apron.

Note: These costs were developed without the benefit of field surveys or soils investigation. A final cost estimate will be dependent upon development of these items and further d

ENGINEERING COST ESTIMATE

PROJECT: Property Acquisition for Runway 8 MALSR
 AIRPORT: Tulip City Airport
 LOCATION: Holland, Michigan

Program Year 2015
 Date Prepared: 7/14/2010
 Prepared By: RJC

___ FINAL DESIGN
 ___ PROJECT PROGRAMMING
 ___ FEASIBILITY STUDY
 STATE PLANNING
 BASED ON FY 2010 DOLLARS

Item Description	Unit	Quantity	Unit Price	Item Cost
Project Management	Lump Sum	1	\$ 8,000.00	\$ 8,000
Appraisal	Each	2	\$ 7,000.00	\$ 14,000
Review Appraisal	Each	2	\$ 4,000.00	\$ 8,000
Broker / Negotiations	Each	2	\$ 8,000.00	\$ 16,000
Environmental Waiver	Lump Sum	1	\$ 4,000.00	\$ 4,000
Fee Purchase Vacant Agricultural Land (Parcel #1)	Acres	7.4	\$ 30,000.00	\$ 222,000
Aviation Easement Acquisition - (Parcel #1)	Acres	26.7	\$ 10,000.00	\$ 267,000
Aviation Easement Acquisition - (Parcel #2)	Acres	10.0	\$ 10,000.00	\$ 100,000
				\$ -
				\$ -
Parcel #1 2010 Assessed Taxable Value \$220,800				\$ -
Parcel #2 2010 Assessed Taxable Value \$42,800				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -
				\$ -



CONSTRUCTION TOTAL = \$ 639,000.00
 CONTINGENCIES (10%) = \$ 63,900.00

 CONSTRUCTION TOTAL = \$ 702,900.00

 ENGINEERING DESIGN = \$ -
 CONSTRUCTION ADMIN. = \$ -

 \$ 702,900

ANTICIPATED CONSTRUCTION YEAR = 2015
 RATE OF INFLATION = 1.00%
 PROJECT YEAR TOTAL COST = \$738,754.96

PROJECT YEAR TOTAL COST = \$739,000.00

TOTAL FEDERAL DOLLARS 95% \$ 702,050
 TOTAL STATE DOLLARS 2.5% \$ 18,475
 TOTAL LOCAL DOLLARS 2.5% \$ 18,475

JUSTIFICATION AND NOTES:

Additional land is required for 50:1 glide slope and expanded RPZ for new three dimensional GPS approach. Parcels are in Fillmore Township, Ottawa County, MI. The first is in Section 17 (03-06-007-011-00) and will consist of approximately a 25 acre aviation easement (inside the RPZ) and 7 acre fee purchase for the MALSR approach lights. The land on this parcel is active farmland. The second parcel is in Section 18 (03-06-018-003-00) and will consist of an aviation easement (inside the RPZ) approximately 10 acres in size over the northeast corner of the 40 acre parcel. This easement will be over the existing homestead and active farmland.

Note: These costs were developed without the benefit of field surveys or soils investigation. A final cost estimate will be dependent upon development of these items and further data.

ENGINEERING COST ESTIMATE

PROJECT: Rehabilitation of Runway Lights and LED Lighting Improvements
 AIRPORT: Tulip City Airport
 LOCATION: Holland, Michigan

Program Year 2016
 Date Prepared: 7/14/2010
 Prepared By: RJC

___ FINAL DESIGN
 ___ PROJECT PROGRAMMING
 ___ FEASIBILITY STUDY
 STATE PLANNING
 BASED ON FY 2010 DOLLARS

Item Description	Unit	Quantity	Unit Price	Item Cost
Mobilization	Lump Sum	1	\$ 90,000.00	\$ 90,000
Safety & Security	Lump Sum	1	\$ 15,000.00	\$ 15,000
LED HIRL (new fixture/lens/lamp/transformer)	Each	98	\$ 800.00	\$ 78,400
Recondition Old Light bases	Each	90	\$ 100.00	\$ 9,000
New Light Bases	Each	8	\$ 500.00	\$ 4,000
Cable in Conduit 1/c	Lft	12,240	\$ 3.00	\$ 36,720
Cable in Conduit 2/c	Lft	1,000	\$ 4.00	\$ 4,000
Counterpoise (in pavement)	Lft	12,240	\$ 1.25	\$ 15,300
Counterpoise (outside pavement)	Lft	12,240	\$ 1.00	\$ 12,240
Bituminous Pavement	Tons	2,923	\$ 90.00	\$ 263,063
Aggregate Base Course	Cyd	3,784	\$ 30.00	\$ 113,528
Sand Subbase	Cyd	11,353	\$ 10.00	\$ 113,528
8" Socked Underdrains	Lft	12,240	\$ 10.00	\$ 122,400
Excavation	Cyd	15,137	\$ 4.00	\$ 60,548
LED Wind cones	Each	2	\$ 3,500.00	\$ 7,000
LED REILS (rwy 8)	Set	1	\$ 9,000.00	\$ 9,000
LED Segmented Circle	Each	1	\$ 4,000.00	\$ 4,000
Cable in Conduit 2/c (REIL/Windcone HR)	Lft	13,500	\$ 4.00	\$ 54,000
Drainage	Lump Sum	1	\$ 75,000.00	\$ 75,000
Restoration	Acres	5	\$ 3,500.00	\$ 17,500



CONSTRUCTION TOTAL = \$ 1,104,226.20
 CONSTRUCTION CONTINGENCIES (15%) = \$ 165,633.93

CONSTRUCTION TOTAL = \$ 1,269,860.13

ENGINEERING DESIGN = \$ 101,588.81
 CONSTRUCTION ADMIN. = \$ 127,000.00
 \$ 1,498,449

ANTICIPATED CONSTRUCTION YEAR = 2016
 RATE OF INFLATION = 1.00%
 PROJECT YEAR TOTAL COST = \$1,590,633.75

PROJECT YEAR TOTAL COST = \$1,591,000.00

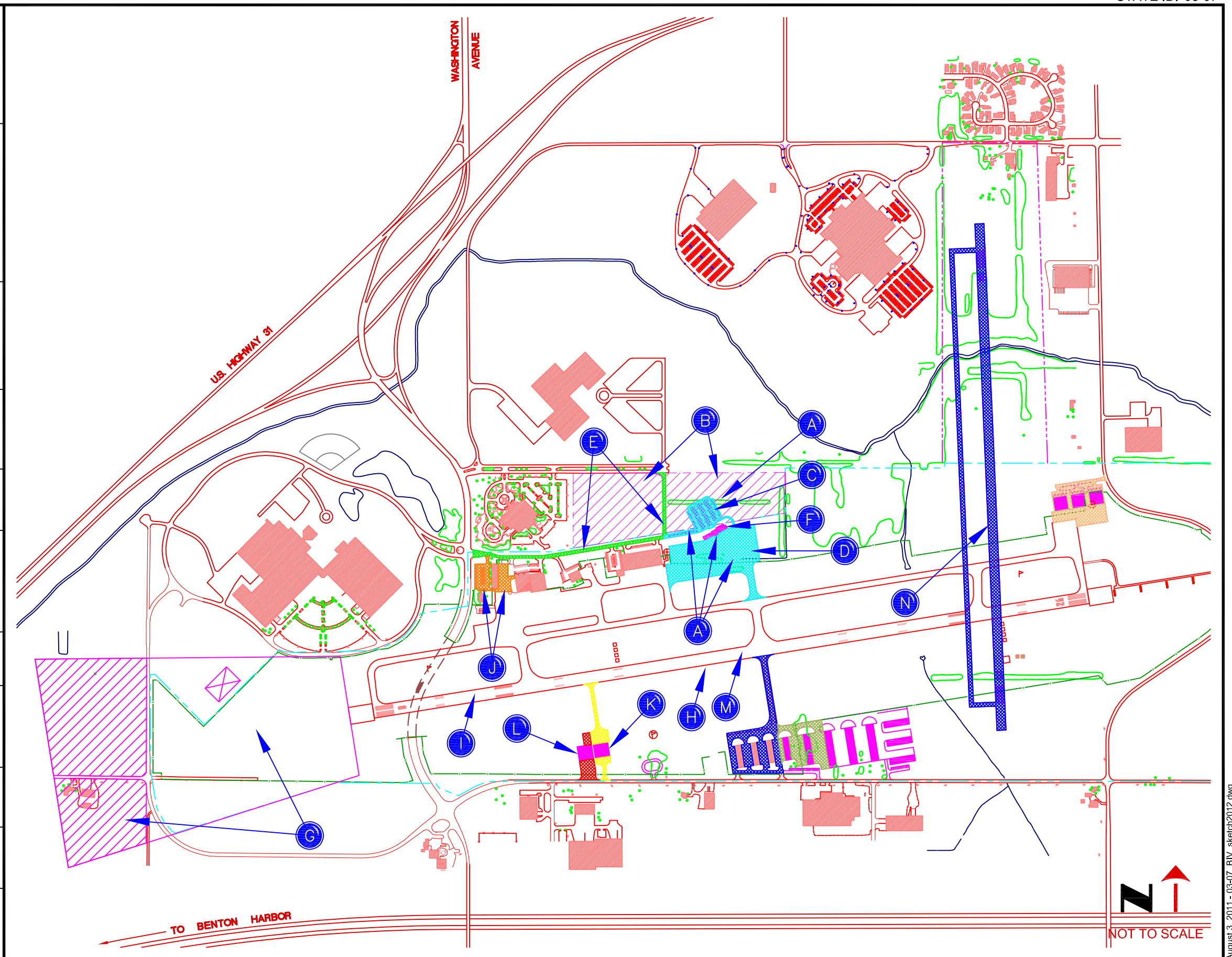
TOTAL FEDERAL DOLLARS 95% \$ 1,511,450
 TOTAL STATE DOLLARS 2.5% \$ 39,775
 TOTAL LOCAL DOLLARS 2.5% \$ 39,775

JUSTIFICATION AND NOTES:

Portions of runway lighting circuit are over 20 years old. System shorts often due to high ground water and has become unreliable. Proposed project is to completely rehab lighting system and remove 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.

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YEAR - 2012	<p>A ENVIRONMENTAL ASSESSMENT, SURVEY, AND PRELIMINARY ENGINEERING FOR AIRPORT TERMINAL BUILDING, PARKING LOT, TERMINAL APRON, ENTRANCE ROAD, LAND</p> <p>B PROPERTY ACQUISITION FOR AIRPORT TERMINAL BUILDING, AIRPORT PARKING LOT/ENTRANCE ROAD</p>
YEAR - 2013	<p>C DESIGN ENGINEERING FOR TERMINAL BUILDING SITE WORK & AUTO PARKING LOTS</p> <p>D DESIGN ENGINEERING FOR TERMINAL APRON</p> <p>E DESIGN ENGINEERING AND CONSTRUCTION OF AIRPORT ENTRANCE ROAD & UTILITIES</p> <p>F ARCHITECTURAL DESIGN FOR AIRPORT TERMINAL BUILDING</p> <p>PURCHASE WETLAND MITIGATION CREDITS</p>
YEAR - 2014	<p>C TERMINAL BUILDING SITE WORK & AUTO PARKING LOT CONSTRUCTION</p> <p>D TERMINAL APRON CONSTRUCTION</p> <p>F AIRPORT TERMINAL BUILDING CONSTRUCTION</p>
YEAR - 2015	<p>G RUNWAY 8 MALSR</p> <p>G PROPERTY ACQUISITION FOR RUNWAY 8 MALSR</p>
YEAR - 2016	<p>H REHABILITATE RUNWAY LIGHTS AND LED LIGHTING IMPROVEMENTS</p>
YEAR - 2017	<p>I AIRPORT PAVEMENT PREVENTATIVE MAINTENANCE (CRACK SEALING/PAINT MARKING)</p> <p>J REHABILITATE OLD AIRPORT TERMINAL APRON & TAXIWAY/TAXILANE PAVEMENTS IN NORTH HANGAR AREA</p>
YEAR - 2018	<p>AIRPORT SNOW REMOVAL EQUIPMENT (SRE) ACQUISITION</p>
YEAR - 2019	<p>K AIRPORT SNOW REMOVAL EQUIPMENT BUILDING</p> <p>L FIRE DEPARTMENT / AARF / EMERGENCY RESPONSE CENTER</p>
YEAR - 2020	<p>M DESIGN FOR RUNWAY 8/26 REHABILITATION</p>
YEAR - 2021	<p>M RUNWAY 8/26 REHABILITATION</p>
YEAR - 2022	<p>N PRELIMINARY ENGINEERING AND ENVIRONMENTAL ASSESSMENT FOR FUTURE CROSSWIND RUNWAY</p>



MICHIGAN AIRPORT PROGRAM (MAP) MEETINGS

Attendance Sheet

Airport: Holland

Date: November 28, 2011

PLEASE PRINT

<u>Name</u>	<u>Representing</u>	<u>Phone</u>	<u>E-mail</u>
Betsy Steudle	MDOT-AERO (Programming)	517-335-8359	steudleb@michigan.gov
Amanda Hopper	MDOT-AERO (Proj Mgr)	517-335-9246	hoppera@michigan.gov
Chip Kraus	MDOT-AERO (LAND)	517-335-9755	krausf@michigan.gov
Ralph Sims	MDOT-AERO (ALP)	517-335-9857	simsr@michigan.gov
Molly Lamroux	MDOT-AERO (ENV)	517-335-9866	lamrouxm@michigan.gov
<i>FREG ROBINSON</i>	<i>WEST MI AIRPORT AUTHORITY</i>	<i>616-355-1310</i>	<i>frobinson@cityofholland.com</i>
Ron Engel	Mead + Hunt	517-321-8334	ron.engel@meadhunt.com
Bruce Wickmann	WEST MI AIRPORT AUTHORITY	616-510-2340	bruce@wsaviation.com
<i>RON LUDWIG</i>	<i>WEST MI AIRPORT AUTHORITY</i>	<i>616-392-7831</i>	<i>RLUDWIG@TELEPCITYMI.COM</i>
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