

MICHIGAN STATE BLOCK GRANT PROGRAM
FIVE-YEAR AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2017 to FY-2022

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| Airport Name: Greenville Muncipal Airport | Date prepared: 11-29-16 |
| Associated City: Greenville, Michigan | Prepared By: Prein&Newhof |
| Sponsor: City of Greenville | Sponsor email address: gbosanic@greenville.org |
| Airport Identifier: 6D6 | |

| Development Year | Project Description | Federal Entitlements | Federal Apportionment | Federal Discretionary | State | Local | Total | Remarks/Item Justification - Provide as much detail as possible. | |
|------------------|---|----------------------|--|-----------------------|-----------|-----------|------------|---|--|
| 2017 | <i>Available Entitlements</i> | \$ 323,950 | (\$150,000 NPE plus \$173,950 NPE carryover from prior years.) | | | | | | |
| | Design: Rehabilitate Taxiway - Hangar Taxilanes | \$ 14,436 | \$ - | | \$ 802 | \$ 1,762 | \$ 17,000 | One airfield parallel taxiway connector will require reconstruction due to age (1986) and failed pavement. Two hangar area taxilanes have failed and are in need of reconstruction. Areas outside of Federally eligible areas (shown solid on the sketch) will be paid for with local funds. Connector from the apron to the runway will be removed since it does not meet current FAA standards (direct access to the runway). | |
| | Design: Rehabilitate Taxiway - Partial Parallel & Connectors | \$ 10,800 | \$ - | | \$ 600 | \$ 600 | \$ 12,000 | Airfield parallel taxiway and most connectors need major crack repair and rehabilitation. Project will seal pavements upon completion of crack repair. Two hangar area taxilanes are in need of rehabilitation. City intends to construct & pay for ineligible paving between hangar drives. | |
| | Design: Apron Pavement Rehabilitation | \$ 10,800 | \$ - | | \$ 600 | \$ 600 | \$ 12,000 | Terminal apron needs major crack repair and rehabilitation. Project will seal pavements upon completion of crack repair. | |
| | <i>Carryover</i> | \$ - | \$ - | | | | \$ - | | |
| | | <i>Carryover</i> | \$ 287,914 | 2017 Total | | | | \$ 41,000 | |
| 2018 | <i>Available Entitlements</i> | \$ 437,914 | | | | | | | |
| | Construct: Apron Pavement Rehabilitation | \$ 107,559 | \$ - | | \$ 5,976 | \$ 5,976 | \$ 119,510 | Terminal apron needs major crack repair and rehabilitation. Project will seal pavements upon completion of crack repair. | |
| | Construct: Rehabilitate Taxiway - Hangar Taxilanes | \$ 113,767 | \$ - | | \$ 6,320 | \$ 14,913 | \$ 135,000 | One airfield parallel taxiway connector will require reconstruction due to age (1986) and failed pavement. Two hangar area taxilanes have failed and are in need of reconstruction. Areas outside of Federally eligible areas (shown solid on the sketch) will be paid for with local funds. Connector from the apron to the runway will be removed since it does not meet current FAA standards (direct access to the runway). | |
| | Construct: Rehabilitate Taxiway - Partial Parallel & Connectors | \$ 112,500 | \$ - | | \$ 6,250 | \$ 6,250 | \$ 125,000 | Airfield parallel taxiway and most connectors need major crack repair and rehabilitation. Project will seal pavements upon completion of crack repair. Two hangar area taxilanes are in need of rehabilitation. City intends to construct & pay for ineligible paving between hangar drives. | |
| | Land Acquisition Runway 10 Approach | \$ 54,000 | \$ - | | \$ 3,000 | \$ 3,000 | \$ 60,000 | FAA data indicates that tree obstructions exist in the west approach. A VGSI form has been submitted to mitigate in the short term. Project will obtain tree clearing easement rights. | |
| | | <i>Carryover</i> | \$ - | | | | \$ - | | |
| | | <i>Carryover</i> | \$ 50,088 | 2018 Total | | | | \$ 439,510 | |
| 2019 | <i>Available Entitlements</i> | \$ 200,088 | | | | | | | |
| | Airfield Paint Marking | \$ 27,000 | \$ - | | \$ 1,500 | \$ 1,500 | \$ 30,000 | Remarking of pavements for safe/visible airfield markings | |
| | Airfield Cracksealing | \$ 20,250 | \$ - | | \$ 1,125 | \$ 1,125 | \$ 22,500 | Airfield maintenance to extend pavement useful life. | |
| | Obstruction Removal | \$ 40,500 | \$ - | | \$ 2,250 | \$ 2,250 | \$ 45,000 | Runway 10 approach obstruction removal. | |
| | | <i>Carryover</i> | \$ 112,338 | 2019 Total | | | | \$ 97,500 | |
| 2020 | <i>Available Entitlements</i> | \$ 262,338 | | | | | | | |
| | Runway Rehabilitation - Design | \$ 31,500 | \$ - | | \$ 1,750 | \$ 1,750 | \$ 35,000 | Rehabilitate 10 year old pavement | |
| | | \$ - | \$ - | | | | \$ - | | |
| | | \$ - | \$ - | | | | \$ - | | |
| | | <i>Carryover</i> | \$ 230,838 | Total | | | | \$ 35,000 | |
| 2021 | <i>Available Entitlements</i> | \$ 380,838 | | | | | | | |
| | Runway Rehabilitation - Construction | \$ 380,838 | \$ 114,162 | | \$ 27,500 | \$ 27,500 | \$ 550,000 | Rehabilitate 10 year old pavement | |
| | | \$ - | \$ - | | | | \$ - | | |
| | | <i>Carryover</i> | \$ - | 2021 Total | | | | \$ 550,000 | |
| 2022 | <i>Available Entitlements</i> | \$ 150,000 | | | | | | | |
| | Replace Existing T-Hangar - Design | \$ 31,500 | \$ - | | \$ 1,750 | \$ 1,750 | \$ 35,000 | One of the existing multi-unit hangars is 30 or more years old and is deteriorating. | |
| | | \$ - | \$ - | | | | \$ - | | |
| | | <i>Carryover</i> | \$ 118,500 | 2022 Total | | | | \$ 35,000 | |