

**MICHIGAN STATE BLOCK GRANT PROGRAM**  
**TEN-YEAR AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2011\* to FY-2021**

\*ACIP includes current development year (2011 already programmed - minor changes acceptable)

Airport Name: Brooks Field										Date prepared: 6/24/10	
Associated City: Marshall, Michigan										Prepared By: Mead & Hunt, Inc. (RGN & SADW)	
Sponsor: City of Marshall										Sponsor email address & phone: Mitch Price - 269-781-5183 , mprice@cityofmarshall.com	
Airport Identifier: RMY											
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.
	Balance of 2009 Funds				\$81,500.00			\$2,037.50	\$2,037.50	\$85,575.00	\$81,500
2010	Rehabilitate Apron including connector	Yes	RE TW IM	64	\$228,000	\$0	\$0	\$6,000	\$6,000	\$240,000	Apron has been partially rehabilitated. This project will rehabilitate the area that was not completed previously. 2009 NPE balance carried toward rehab
	Carryover of 2010 funds: \$3,500										
2011	Design Parallel Taxiway Rehabilitation	NA	RE TW IM	64	\$19,000	\$0	\$0	\$500	\$400	\$20,000	Parallel taxiway PCI was 63 in 2007. The PCI indicates the pavement is in the Major Rehabilitation category.
	Carryover of 2011 funds: \$134,500										
2012	Carry forward for taxiway rehab \$150,000 Cumulative :\$284,500										
2013	Major Rehabilitation of Parallel Taxiway	Yes	RE TW IM	64	\$361,000	\$0	\$0	\$9,500	\$9,500	\$380,000	The existing taxiway has a PCI of 63 and rehabilitation of approximately 113,700 sq ft of pavement is planned.
	Carryover of 2013 funds \$73500										
2014	Terminal Building Improvements	No	CA TE IM	41	\$150,000	\$0	\$0	\$3,750	\$3,750	\$157,500	The existing terminal building, due to it's age, requires improvements to maintain the use of the building. This includes a new roof, as well as general improvements.
2014	AWOS replacement Parts	NA			\$50,350			\$1,325	\$1,325	\$53,000	The existing AWOS equipment will need to be replaced to address the lack of new replacement parts.
2015	Carryover of 2015 funds \$23,150										
2015	Carry forward for taxiway \$150,000 Cumulative \$173,150										
2016	Taxiway Rehabilitation including crack sealing and paint marking for the runway	No	RE TW IM	64	\$275,500	\$0	\$0	\$7,250	\$7,250	\$290,000	The most recent PCI rated these pavements between 41 and 55, indicating the need for a rehabilitation. Since these pavements service the majority of the hangars on the field, they need to be maintained free of debris.
	Carryover of 2016 funds \$47,650										
2017	Runway Extension Justification Study	Yes	CA RW EX	53	\$23,750	\$0	\$0	\$625	\$625	\$25,000	Since more than ten years will have elapsed since the ALP update, it will be necessary to assess current FAA criteria related to the runway layout, as well as provide justification for the runway extension which will be used in the purpose and need section of the environmental assessment.
2017	Environmental Assessment for Runway Extension to 4,300'	Yes	EN PL MA	64	\$95,000	\$0	\$0	\$2,500	\$2,500	\$100,000	An EA will be necessary to document any potential environmental issues associated with the runway extension.
2017	Preliminary Engineering for Runway Extension to support EA efforts	Yes	EN PL MA	64	\$23,750	\$0	\$0	\$625	\$625	\$25,000	Preliminary engineering will be necessary to determine grading limits and general runway layout for the EA document. This will include approach assessments for obstruction removal
	Carryover of 2017 funds \$55,150										
2018	Carry forward for land acquisition \$150,000 Cumulative \$205,150										
2019	Land Acquisition for Runway Extension	Yes	CA RW EX	53	\$237,500	\$0	\$0	\$6,250	\$6,250	\$250,000	Property will be necessary for the extension of the runway for safety areas and approach clearance.
	Carryover of 2019 funds \$117,650										
2020	Final Design Runway Extension	Yes	CA RW EX	53	\$49,400	\$0	\$0	\$1,300	\$1,300	\$52,000	Provide final design for runway extension based upon EA findings and carry remainder of NPE carried to 2019 project
	Carryover of 2020 funds \$218,250										
2021	Carry forward for runway construction \$150,000 Cumulative :\$368,250	Yes	NA	NA	\$0	\$0	\$0	\$0	\$0	\$0	Carry funds over to 2019 for runway extension project
2022	Runway 10/28 Extension	Yes	CA RW EX	53	\$518,250	\$697,750	\$0	\$32,000	\$32,000	\$1,280,000	Runway will be extended by 800' to reach 4,300' length with MIRL

\*\*In accordance with FAA Order 5100.39A, Appendix 6 - Fields need to be completed

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	Balance of 2009 Funds				\$81,500.00			\$2,037.50	\$2,037.50	\$85,575.00	\$81,500
2010	Rehabilitate Apron including connector	Yes	RE TW IM	64	\$228,000	\$0	\$0	\$6,000	\$6,000	\$240,000	Apron has been partially rehabilitated. This project will rehabilitate the area that was not completed previously. 2009 NPE balance carried toward rehab
	Carryover of 2010 funds: \$3,500										
2011	Design Parallel Taxiway Rehabilitation	NA	RE TW IM	64	\$19,000	\$0	\$0	\$500	\$400	\$20,000	Parallel taxiway PCI was 63 in 2007. The PCI indicates the pavement is in the Major Rehabilitation category.
	Carryover of 2011 funds: \$134,500										
2012	Major Rehabilitation of Parallel Taxiway	Yes	RE TW IM	64	\$284,500	\$76,500	\$0	\$9,500	\$9,500	\$380,000	The existing taxiway has a PCI of 63 and rehabilitation of approximately 113,700 sq ft of pavement is planned.
2013	Terminal Building Improvements	No	CA TE IM	41	\$150,000	\$0	\$0	\$3,750	\$3,750	\$157,500	The existing terminal building, due to it's age, requires improvements to maintain the use of the building. This includes a new roof, as well as general improvements.
2014	AWOS replacement Parts	NA			\$50,350	\$0		\$1,325	\$1,325	\$53,000	The existing AWOS equipment will need to be replaced to address the lack of new replacement parts.
	Carryover of 2014 funds \$99,650					\$0					
2015	Taxistreet Rehabilitation including crack sealing and paint marking for the runway	No	RE TW IM	64	\$249,650	\$25,850	\$0	\$7,250	\$7,250	\$290,000	The most recent PCI rated these pavements between 41 and 55, indicating the need for a rehabilitation. Since these pavements service the majority of the hangars on the field, they need to be maintained free of debris.
2016	Runway Extension Justification Study	Yes	CA RW EX	53	\$23,750	\$0	\$0	\$625	\$625	\$25,000	Since more than ten years will have elapsed since the ALP update, it will be necessary to assess current FAA criteria related to the runway layout, as well as provide justification for the runway extension which will be used in the purpose and need section of the environmental assessment.
2016	Environmental Assessment for Runway Extension to 4,300'	Yes	EN PL MA	64	\$95,000	\$0	\$0	\$2,500	\$2,500	\$100,000	An EA will be necessary to document any potential environmental issues associated with the runway extension.
2016	Preliminary Engineering for Runway Extension to support EA efforts	Yes	EN PL MA	64	\$23,750	\$0	\$0	\$625	\$625	\$25,000	Preliminary engineering will be necessary to determine grading limits and general runway layout for the EA document. This will include approach assessments for obstruction removal
	Carryover of 2016 funds \$7,500										
2017	Carry forward for land acquisition \$150,000 Cumulative \$157,500										
2018	Land Acquisition for Runway Extension	Yes	CA RW EX	53	\$237,500	\$0	\$0	\$6,250	\$6,250	\$250,000	Property will be necessary for the extension of the runway for safety areas and approach clearance.
	Carryover of 2018 funds \$70,000										
2019	Final Design Runway Extension	Yes	CA RW EX	53	\$49,400	\$0	\$0	\$1,300	\$1,300	\$52,000	Provide final design for runway extension based upon EA findings and carry remainder of NPE carried to 2019 project
	Carryover of 2020 funds \$170,600										
2020	Carry forward for runway construction \$150,000 Cumulative :\$320,600	Yes	NA	NA	\$0	\$0	\$0	\$0	\$0	\$0	Carry funds over to 2019 for runway extension project
2021	Runway 10/28 Extension	Yes	CA RW EX	53	\$470,600	\$745,400	\$0	\$32,000	\$32,000	\$1,280,000	Runway will be extended by 800' to reach 4,300' length with MIRL

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