

# MICHIGAN AIRPORT DEVELOPMENT PROGRAM

## AIP CAPITAL IMPROVEMENT PLAN 2012-2022

### FEDERAL/STATE/LOCAL



## DICKINSON COUNTY (FORD) AIRPORT

### IRON MOUNTAIN, MICHIGAN

Date of Latest ALP - **1990** (update in progress)  
ACIP Airport Code - **B**  
Airport Identifier - **IMT**



MDOT-AERO  
2700 E AIRPORT SERVICE DRIVE  
LANSING, MICHIGAN 48906

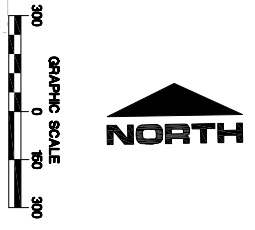
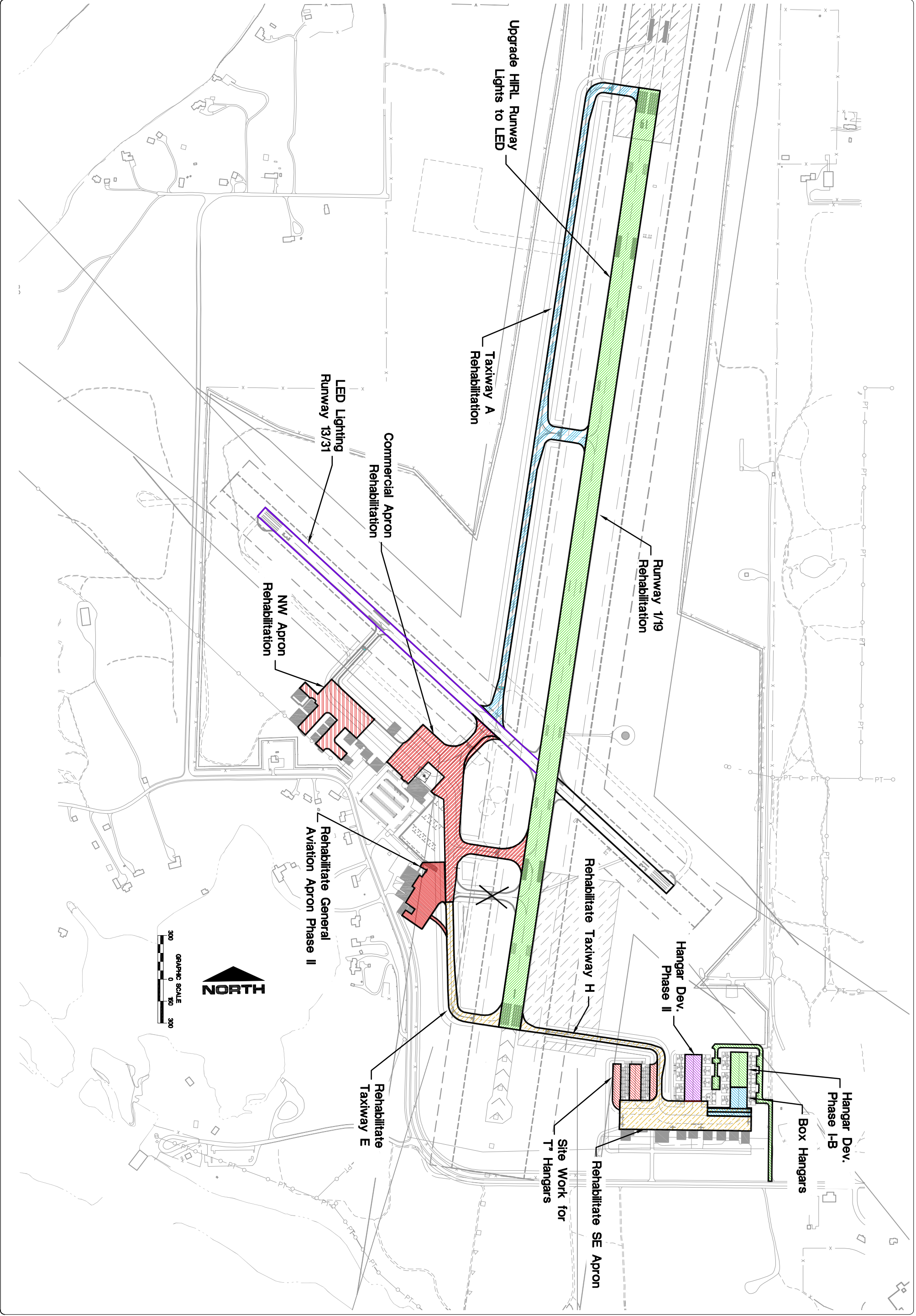
Prepared by: **URS Corporation**  
Sponsor: County of Dickinson  
Submitted by: Tim Howen, Apt Mgr  
Date: November 17, 2011

**TEN-YEAR AIRPORT CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2012 to FY-2022**

**IMT                      DICKINSON COUNTY (FORD) AIRPORT**

Year	Project Description	Cost*	Remarks/Item Justification
2012	Available Federal Entitlements (NPE) \$312,250		
	Commercial Apron, NW Apron, and GA Apron Rehabilitation	\$ 1,875,000	The apron edge taxiway between Taxiway B & E, Phase II of the Commercial Apron, and the NorthWest Apron are in poor condition. The 2008 PCIs are 59 and 58 for these areas. The commercial apron has millings as base under the pavement. The millings will be replaced with 10" of P-209 base. Pavement will be milled off and new bituminous pavement placed in all areas outside the commercial apron. A joint grid will be sawcut to control the location of cracking. GA Apron rehab and high speed ARFF road designed in 2010 will also be constructed.
	<b>Fed \$1,781,250 - State \$46,875 - Local \$46,875 - Total \$1,875,000</b> Funds in addition to NPE are needed for this year.		
2013	Available Federal Entitlements (NPE) \$1,000,000		
	SRE Equipment	\$ 411,000	Additional snow equipment is necessary to assure continued air carrier service during winter months. The existing loader has outlived it's useful life. A box plow, blower, and broom can all be used with the loader. A multipurpose carrier vehicle will allow for more efficient removal of snow in apron areas. Existing fire suits are failing and need to be replaced for ARFF readiness.
	Building Improvements	\$ 223,000	Existing sand storage building door does not allow full use of the building. ARFF roof is failing and heating costs are high. Additional insulation and a new heater will help keep building warm with reduced costs. Lighting will be upgraded for increased energy efficiency and reliability. Terminal roof over walkway is failing and needs replacement.
	RPZ Land Acquisition	\$ 69,000	RPZ control is required by FAA. Farmland will be purchased in fee.
<b>Fed \$667,850 - State \$17,575 - Local \$17,575 - Total \$703,000</b> Carryover \$397,700			
2014	Available Federal Entitlements (NPE) \$547,700		
	Rehabilitate Lighting LED HIRL 1/19, REIL, Windcone	\$ 172,000	Replace quartz lamps with LED lamps on Runway 1/19, existing REIL, and Windcone for electrical operational cost savings. Add REILs to Runway 13/31. Current system installed in 1996 (C65).
	Widen Taxiway H	\$ 315,000	Existing taxiway was developed for Group II standards. Group III aircraft now use the area for cargo and GA business traffic to the Second FBO in this terminal area of the airport. This project will widen pavements for safe access to this terminal area.
	Box Hangar Site Development Phase I A (Local Funding)	\$ 166,000	Private hangar development in the SE hangar area has filled the available spaces. Continuation of the access road along the East side of the apron and extending utilities will allow additional use of existing apron area.
<b>Fed \$620,350 - State \$16,325 - Local \$16,325 - Total \$653,000</b> Carryover \$85,050			
2015	Available Federal Entitlements (NPE) \$235,050		
	Crack Seal and Remark Pavements	\$ 146,000	Additional crack sealing is anticipated to extend pavement life. Remarking is anticipated to ensure safety and navigation of the airfield. Will be done in Statewide Program (no design or CA).
<b>Fed \$138,700 - State \$3,650 - Local \$3,650 - Total \$146,000</b> Carryover \$96,350			
2016	Available Federal Entitlements (NPE) \$246,350		
<b>Fed \$0 - State \$0 - Local \$0 - Total \$0</b> Carryover \$246,350			
2017	Available Federal Entitlements (NPE) \$396,350		
<b>Fed \$0 - State \$0 - Local \$0 - Total \$0</b> Carryover \$396,350			
2018	Available Federal Entitlements (NPE) \$546,350		
	Runway 1/19 Rehabilitation	\$ 6,428,000	PCI for this runway in 2008 was 75. It is expected that the pavement will need rehabilitation at this time. Pavement will be 6" concrete overlay. Existing modification to standards for runway grade will need to be updated. Cost benefit analysis will be done to determine rehab method.
	Taxiway A Rehabilitation	\$ 3,186,000	PCI for this runway in 2008 was 77. It is expected that the pavement will need rehabilitation at this time. Pavement will be 6" concrete overlay. Cost benefit analysis will be done to determine rehab method.
	<b>Fed \$9,133,300 - State \$240,350 - Local \$240,350 - Total \$9,614,000</b> Funds in addition to NPE are needed for this year.		
2019	Available Federal Entitlements (NPE) \$150,000		
<b>Fed \$0 - State \$0 - Local \$0 - Total \$0</b> Carryover \$150,000			
2020	Available Federal Entitlements (NPE) \$300,000		
	Box Hangar Site Development Phase II	\$ 548,000	Private hangar development in the SE hangar area has filled the available spaces. Continuation of the access road along the East side of the apron and extending utilities will allow additional use of existing apron area.
	<b>Fed \$520,600 - State \$13,700 - Local \$13,700 - Total \$548,000</b> Funds in addition to NPE are needed for this year.		
2021	Available Federal Entitlements (NPE) \$150,000		
	Rehabilitate Taxiway E, H & SE Apron	\$ 1,417,000	PCI for Taxiway E, H, and the SE Apron in 2008 were 73, 70, and 65, respectively. In 10 years it is expected that the pavement will need reconstruction.
	<b>Fed \$1,346,150 - State \$35,425 - Local \$35,425 - Total \$1,417,000</b> Funds in addition to NPE are needed for this year.		
2022	Available Federal Entitlements (NPE) \$150,000		
	ARFF Vehicle	\$ 844,000	Existing vehicle is 20 years old and needs to be replaced
	<b>Fed \$801,800 - State \$21,100 - Local \$21,100 - Total \$844,000</b> Funds in addition to NPE are needed for this year.		

\* Includes Federal Cost of 95%, State Cost of 2.5%, and Local Cost of 2.5%. When costs exceed available Federal Entitlements (NPE), additional funding will be needed from Federal Apportionment or Federal Discretionary funds.



DRAWING <b>1</b>	<h2 style="margin: 0;">DICKINSON COUNTY (FORD) AIRPORT</h2> <p style="margin: 0;">AIRPORT LAYOUT PLAN CAPITAL IMPROVEMENT PLAN</p>	<p style="margin: 0;">IRON MOUNTAIN, MICHIGAN</p>
12941336	MICHIGAN SITE NO. 22-1 LOC. ID IMT	

	GRAND RAPIDS, MI. 350 SPARKS DR. S.E. 616 574-8500	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%;">D/E JVV</td><td style="width: 50%;"></td></tr> <tr><td>PM RJN</td><td></td></tr> <tr><td>SQC DR</td><td></td></tr> <tr><td>QC RJN</td><td></td></tr> <tr><td>MAL INOWSKI</td><td></td></tr> <tr><td>IN CHARGE</td><td></td></tr> </table>	D/E JVV		PM RJN		SQC DR		QC RJN		MAL INOWSKI		IN CHARGE		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50%;">08/26/10</td><td style="width: 50%;">MDOT AERO DRAFT REVIEW</td></tr> <tr><td>DATE</td><td>ISSUED FOR</td></tr> </table>	08/26/10	MDOT AERO DRAFT REVIEW	DATE	ISSUED FOR
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**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: <b>DICKINSON COUNTY (FORD) AIRPORT</b>	Date prepared: 11-17-11
Associated City: <b>IRON MOUNTAIN, MICHIGAN</b>	Prepared By: <b>URS Corporation</b>
Sponsor: <b>County of Dickinson</b>	Sponsor email address & phone: thowen58@hotmail.com (906) 774-4870
Airport Identifier: <b>IMT</b>	<b>FINAL ACIP due to MDOT AERO: no later than 12/1/11</b>

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.
<i>Available Entitlements</i>					\$ 312,250	(\$150,000 NPE plus \$162,250 NPE carryover from 2011.)					
2012	Commercial Apron, NW Apron, and GA Apron Rehabilitation	Yes	RE-AP-IM	60	\$ 312,250	\$ 1,469,000		\$ 46,875	\$ 46,875	\$ 1,875,000	The apron edge taxiway between Taxiway B & E, Phase II of the Commercial Apron, and the NorthWest Apron are in poor condition. The 2008 PCIs are 59 and 58 for these areas. The commercial apron has millings as base under the pavement. The millings will be replaced with 10" of P-209 base. Pavement will be milled off and new bituminous pavement placed in all areas outside the commercial apron. A joint grid will be sawcut to control the location of cracking. GA Apron rehab and high speed ARFF road designed in 2010 will also be constructed.
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
<i>Available Entitlements</i>					\$ 1,000,000						
2013	SRE Equipment	N/A	ST-EQ-SN	47	\$ 390,450	\$ -		\$ 10,275	\$ 10,275	\$ 411,000	Additional snow equipment is necessary to assure continued air carrier service during winter months. The existing loader has outlived it's useful life. A box plow, blower, and broom can all be used with the loader. A multipurpose carrier vehicle will allow for more efficient removal of snow in apron areas. Existing fire suits are failing and need to be replaced for ARFF readiness.
	Building Improvements	Yes	ST-BD-MS	32	\$ 211,850	\$ -		\$ 5,575	\$ 5,575	\$ 223,000	Existing sand storage building door does not allow full use of the building. ARFF roof is failing and heating costs are high. Additional insulation and a new heater will help keep building warm with reduced costs. Lighting will be upgraded for increased energy efficiency and reliability. Terminal roof over walkway is failing and needs replacement.
	RPZ Land Acquisition	Yes	ST-LA-MS	38	\$ 65,550	\$ -		\$ 1,725	\$ 1,725	\$ 69,000	RPZ control is required by FAA. Farmland will be purchased in fee.
					\$ 332,150	<i>Carryover</i>					
<i>Available Entitlements</i>					\$ 482,150						
2014	Rehabilitate Lighting LED HIRL 1/19, REIL, Windcone	Yes	RE-RW-LI	70	\$ 163,400	\$ -		\$ 4,300	\$ 4,300	\$ 172,000	Replace quartz lamps with LED lamps on Runway 1/19, existing REIL, and Windcone for electrical operational cost savings. Add REILs to Runway 13/31. Current system installed in 1996 (C65).
	Widen Taxiway H	Yes	CA-TW-CO	59	\$ 299,250	\$ -		\$ 7,875	\$ 7,875	\$ 315,000	Existing taxiway was developed for Group II standards. Group III aircraft now use the area for cargo and GA business traffic to the Second FBO in this terminal area of the airport. This project will widen pavements for safe access to this terminal area.
	Box Hangar Site Development Phase I A (Local Funding)	Yes	ST-BD-DV	34	\$ -	\$ -		\$ -	\$ 166,000	\$ 166,000	Private hangar development in the SE hangar area has filled the available spaces. Continuation of the access road along the East side of the apron and extending utilities will allow additional use of existing apron area.
					\$ 19,500	<i>Carryover</i>					
<i>Available Entitlements</i>					\$ 169,500						
2015	Crack Seal and Remark Pavements	Yes	RE-RW-IM	70	\$ 138,700	\$ -		\$ 3,650	\$ 3,650	\$ 146,000	Additional crack sealing is anticipated to extend pavement life. Remarking is anticipated to ensure safety and navigation of the airfield. Will be done in Statewide Program (no design or CA).
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ 30,800	<i>Carryover</i>					
<i>Available Entitlements</i>					\$ 180,800						
2016					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ 180,800	<i>Carryover</i>					
<i>Available Entitlements</i>					\$ 330,800						
2017					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ 330,800	<i>Carryover</i>					
<i>Available Entitlements</i>					\$ 480,800						
2018	Runway 1/19 Rehabilitation	Yes	RE-RW-IM	70	\$ 480,800	\$ 625,800	\$ 5,000,000	\$ 160,700	\$ 160,700	\$ 6,428,000	PCI for this runway in 2008 was 75. It is expected that the pavement will need rehabilitation at this time. Pavement will be 6" concrete overlay. Existing modification to standards for runway grade will need to be updated. Cost benefit analysis will be done to determine rehab method.
	Taxiway A Rehabilitation	Yes	RE-TW-IM	66	\$ -	\$ 3,026,700		\$ 79,650	\$ 79,650	\$ 3,186,000	PCI for this runway in 2008 was 77. It is expected that the pavement will need rehabilitation at this time. Pavement will be 6" concrete overlay. Cost benefit analysis will be done to determine rehab method.
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ 150,000	<i>Available Entitlements</i>					
2019					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ 150,000	<i>Carryover</i>					
<i>Available Entitlements</i>					\$ 300,000						
2020	Box Hangar Site Development Phase II	Yes	ST-BD-DV	34	\$ 300,000	\$ 220,600		\$ 13,700	\$ 13,700	\$ 548,000	Private hangar development in the SE hangar area has filled the available spaces. Continuation of the access road along the East side of the apron and extending utilities will allow additional use of existing apron area.
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ 150,000	<i>Available Entitlements</i>					
2021	Rehabilitate Taxiway E, H & SE Apron	Yes	RE-AP-IM	60	\$ 150,000	\$ 1,196,150		\$ 35,425	\$ 35,425	\$ 1,417,000	PCI for Taxiway E, H, and the SE Apron in 2008 were 73, 70, and 65, respectively. In 10 years it is expected that the pavement will need reconstruction.
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
					\$ 150,000	<i>Available Entitlements</i>					
2022	ARFF Vehicle	N/A	SA-EQ-RF	95	\$ 150,000	\$ 651,800		\$ 21,100	\$ 21,100	\$ 844,000	Existing vehicle is 20 years old and needs to be replaced
					\$ -	\$ -				\$ -	
					\$ -	\$ -				\$ -	
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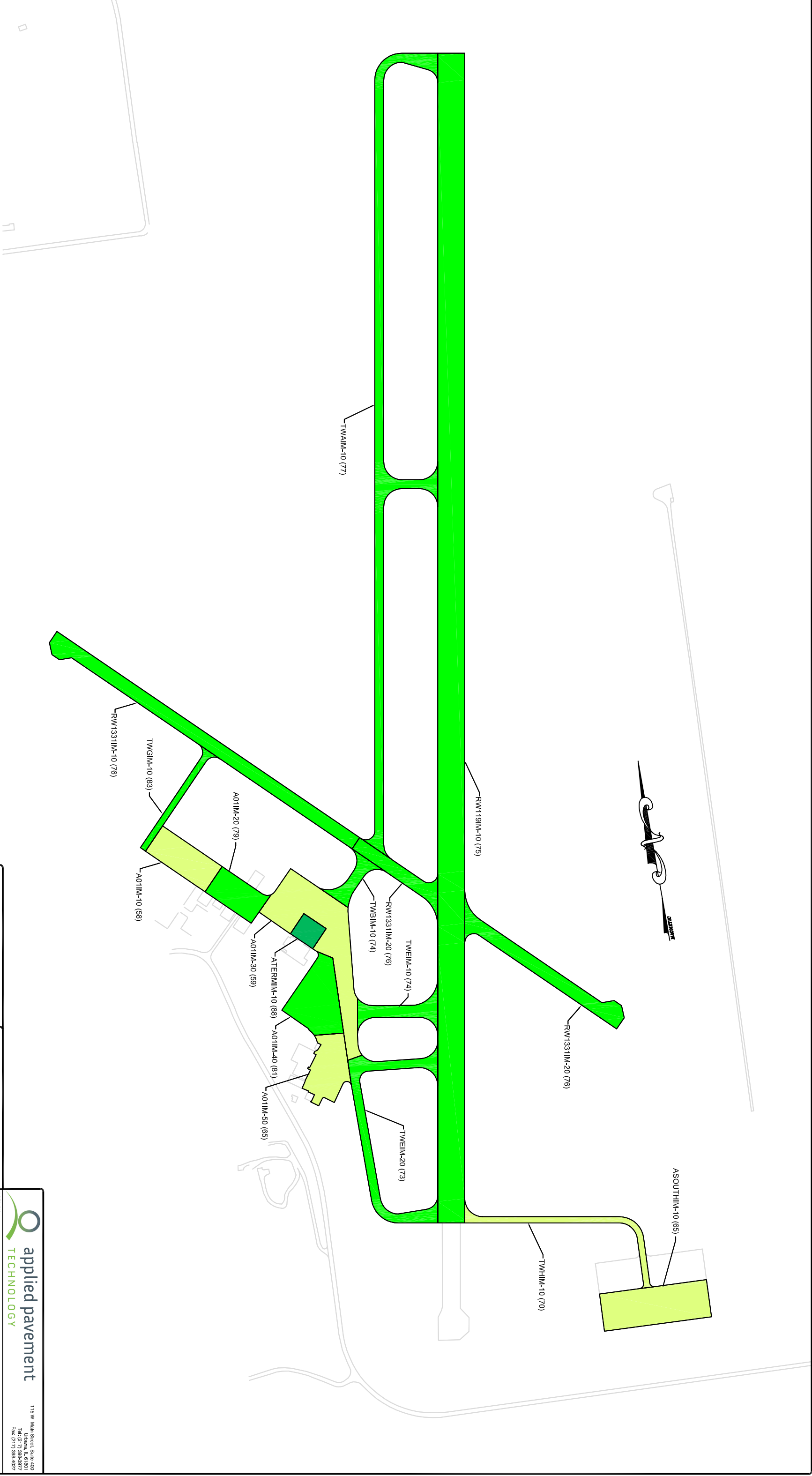












**LEGEND**

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE
- SECTION BREAK LINE

**PAVEMENT CONDITION INDEX**

PCI	REPAIR
100	RECONSTRUCTION
85	RECONSTRUCTION
70	RECONSTRUCTION
55	RECONSTRUCTION
40	RECONSTRUCTION
25	RECONSTRUCTION
10	RECONSTRUCTION
0	RECONSTRUCTION

MAJOR REHABILITATION  
 PREVENTIVE MAINTENANCE  
 RW1333-R08C02 (87)

**applied pavement TECHNOLOGY**

119 W. Main Street, Suite 400  
 Urbana, IL 61801  
 Tel: (217) 398-3977  
 Fax: (217) 398-4027

**AGENCY:** Michigan Department of Transportation  
 Bureau of Aeronautics

**LOCATION:** FORD COUNTY AIRPORT  
 IRON MOUNTAIN, MI

**PAGE TITLE:** 2008 PAVEMENT CONDITION MAP

<b>PROJECT DATE:</b> MAY 2005	<b>CREATION DATE:</b> JANUARY 2002	<b>PROJECT MANAGER:</b> KMP	<b>JOB NUMBER:</b> 04-074-AM01
<b>DRAWING SCALE:</b> 1"=500'	<b>LAST MODIFIED DATE:</b> December 2008	<b>REVISION BY:</b> DSP	<b>DRAWN BY:</b> KMP
<b>FILES:</b> Ford Iron Mountain.dwg	<b>LAYOUT NUMBER:</b> PCI	<b>FIGURE:</b> 8	