

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

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

Prepared for:

**Oakland Southwest Airport
New Hudson, Michigan**

**August 2011
Final December 2011**

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MICHIGAN STATE BLOCK GRANT PROGRAM

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

Airport Name: Oakland S.W. Airport	Date prepared: 7/13/11 saw
Associated City: New Hudson	Airport Identifier: Y47
Sponsor: Oakland County	Prepared By: Mead & Hunt - WEG / SAW/RJE
	Sponsor email address & phone: Karl Randall <randall@co.oakland.mi.us> 248-666-3900

NPIAS Airport Code: 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.
2012	Land acquisition for approach protection & RSA - Phase II	Yes	ST RW SF	48	\$150,000	\$311,700		\$12,150	\$12,150	\$486,000	Note: The preferred approach for the land acquisition will be determined after the completion of the EA process. It was originally planned that the land acquisition will be broken into two phases to accommodate funding constraints. The approaches to both runway ends need to be cleared to remove the extensive displaced thresholds that result for obstructions to the existing 20:1 approach surface. Approximately 20 parcels are impacted. The present estimate assumes use of avigation easements on 18 of the parcels with partial fee simple acquisition for one parcel (Wyatt) for the relocation of the ditch and the RSA area. Acquisition of one residential parcel with two residential structures in the east approach will be necessary, although the option of just an easement may also be presented to the property owner. Phase I was programmed in 2010 at a cost of \$573,600 with total acquisition costs estimated at \$1,059,000.
	Approach Clearing	Yes	ST RW SF	48	\$97,850			\$2,575	\$2,575	\$103,000	The final approach clearing requirements will be determined by the results of the EA - this estimates 20.6 acres of clearing with a mix of pruning and selective removal. Additional funding may be necessary for mitigation on impacts on the Huron Valley Trail which have yet to be determined and will be forthcoming in the EA.
	Wetland Mitigation	Yes	ST RW SF	48	\$52,150	\$191,050		\$6,400	\$6,400	\$256,000	Approx. 4.1 areas of wetland areas may be impacted by the Runway RSA project and may need to be mitigated. Results of the EA will provide additional clarification. The grading of the RSA and ditch relocation will impact 0.75 acres.
	Power Line Relocation	Yes	ST RW SF	48		\$427,500		\$11,250	\$11,250	\$450,000	A determination as to the type of ROW that the power line company has for their power lines has not been made yet. The high end cost for relocation is included if it is found that the company has an acquired right-of-way.
	Design for Runway 8/26 Rehab Project	Yes	RE RW IM	70		\$133,000		\$3,500	\$3,500	\$140,000	The existing runway and taxiway are experiencing significant cracking. The pavements were constructed on poor soils. It is recommended that the runway and the east half of the taxiway be totally reconstructed. This estimate includes the relocation of the existing ditch to accommodate a full RSA at the Runway 8 end.
2013	Rehabilitate & Widen Runway 8/26 - including MIRL, PAPI and ditch relocation for RSA improvements	Yes	RE RW IM	70	\$150,000	\$1,826,000		\$52,000	\$52,000	\$2,080,000	The existing runway and taxiway are experiencing significant cracking. The pavements were constructed on poor soils. It is recommended that the runway and the east half of the taxiway be totally reconstructed. This estimate includes the relocation of the existing ditch to accommodate a full RSA at the Runway 8 end.
2014	SRE Equipment, 3/4 Ton Truck with Plow	NA	ST EQ SN	47	\$38,000			\$1,000	\$1,000	\$40,000	This will be new equipment. The Airport has never used Federal or State funds for SRE at this Airport
	Security Fencing Phase I	NO	ST EQ SE	41	\$112,000			\$2,800	\$2,800	\$117,600	There are approximately 61 based aircraft at this airport. Security fencing is necessary to discourage unauthorized people from entering the airport property.
2015	Design engineering for taxilanes & apron rehabilitation	Yes	RE TW IM	66	\$48,450			\$1,275	\$1,275	\$51,000	The taxilanes and aprons around the existing hangars are in poor condition. This pavement is old and in need of rehabilitation. These pavements are spalling and another concern is that aircraft will blow stones on other aircraft setting in the area.
	Carryover \$ 101,550										
2016	Rehabilitate taxilanes and aprons	Yes	RE TW IM	66	\$251,550	\$270,950		\$13,750	\$13,750	\$550,000	The taxilanes and aprons around the existing hangars are in poor condition. This pavement is old and in need of rehabilitation. These pavements are spalling and another concern is that aircraft will blow stones on other aircraft setting in the area.

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2017	carryover \$150,000	NA			\$0			\$0	\$0	\$0	Saving entitlements for New Terminal
2018	carryover \$150,000	NA			\$0			\$0	\$0	\$0	Saving entitlements for New Terminal
	Carryover : \$300,000										
2019	Design New Terminal Building Carryover \$98,700	Yes	CA TE CO	47	\$51,300			\$1,350	\$1,350	\$54,000	The existing Terminal Building is old and requires high maintenance. Also it is not sufficient to accommodate the operations at the airport.
	Carryover: \$398,700										
2020	Construct New Terminal Building	Yes	CA TE CO	47	\$549,100			\$14,450	\$14,450	\$578,000	The existing Terminal Building is old and requires high maintenance. Also it is not sufficient to accommodate the operations at the airport.
2021	Construct New T-Hangars	Yes	ST BD MS	32	\$150,100			\$3,950	\$3,950	\$158,000	Additional T-Hangars will be required by 2021

* Proposed airport development must be shown on current FAA approved ALP prior to funding project.

OAKLAND SOUTHWEST AIRPORT NEW HUDSON, MICHIGAN

TEN-YEAR DEVELOPMENT PLAN - YEARS 2012 TO 2022



FAA IDENTIFIER: Y47
STATE ID: 63-08

YEAR - 2012	A — LAND ACQUISITION FOR APPROACH PROTECTION & RSA (PHASE II)
B — APPROACH CLEARING C — WETLAND MITIGATION C — POWER LINE RELOCATION	
YEAR - 2013	D — REHABILITATE & WIDEN RUNWAY 8/26 - INCLUDING MIRL, PAPI
YEAR - 2014	SRE EQUIPMENT, 3/4 TON TRUCK WITH PLOW E — SECURITY FENCING PHASE I
YEAR - 2015	F — DESIGN ENGINEERING FOR TAXILANES AND APRON REHABILITATION
YEAR - 2016	F — REHABILITATE TAXILANES AND APRONS
YEAR - 2017	CARRY FORWARD FOR 2019
YEAR - 2018	CARRY FORWARD FOR 2019
YEAR - 2019	G — DESIGN NEW TERMINAL BUILDING
YEAR - 2020	G — CONSTRUCT NEW TERMINAL BUILDING
YEAR - 2021	H — CONSTRUCT NEW T-HANGARS

