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TO: Mayor and Council

FROM: Milton Dohoney Jr., Interim City Administrator

CC: John Fournier, Assistant City Administrator  
Nick Hutchinson, City Engineer  
Matt Kulhanek, Fleet & Facilities Manager  
Brian Steglitz, Interim Public Services Area Administrator

SUBJECT: April 18, 2022 Council Agenda Responses

DATE: April 14, 2022

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**CA-6 – Resolution to Approve a Grant Contract with the Michigan Department of Transportation for Work Related to the Environmental Assessment Study for the Safety Extension of Runway 6/24 at the Ann Arbor Municipal Airport (\$156,766.00)**

**Question:** Since 2009, how much money total has been invested in environmental studies related to the extension of runway 6/24? (Councilmember Nelson)

**Response:** Prior to the request on the April 18, 2022 City Council meeting, a total of \$813,232.23 has been expended for the environmental assessment for the Runway 06/24 Safety Extension Project. This total includes required preliminary design tasks by URS (\$198,000.00), required environmental review work by JJR Smith Group (\$139,042.17) and Mead & Hunt (\$385,108.89), and a reimbursable agreement with the Federal Aviation Administration (\$91,081.17) to cover their oversight expenses. City staff time, which is limited to the Fleet & Facilities Unit Manager, has not been tracked separately.

This total expense has been funded by the Federal Aviation Administration in the amount of \$705,203.00; MDOT-Office of Aeronautics in the amount of \$77,089.00; and the City of Ann Arbor in the amount of \$30,940.23. The City's expense, which is only 3.8% of the total, is completely funded by the Ann Arbor Municipal Airport operations and maintenance budget. All funding expended for this environmental assessment work are dedicated funds generated by users of the aviation system.

**Question:** The Airport Layout Plan includes the extension of this runway but it was approved almost 15 years ago (2008). How often is the Airport Layout Plan revisited and what did/does that process look like? (Councilmember Nelson)

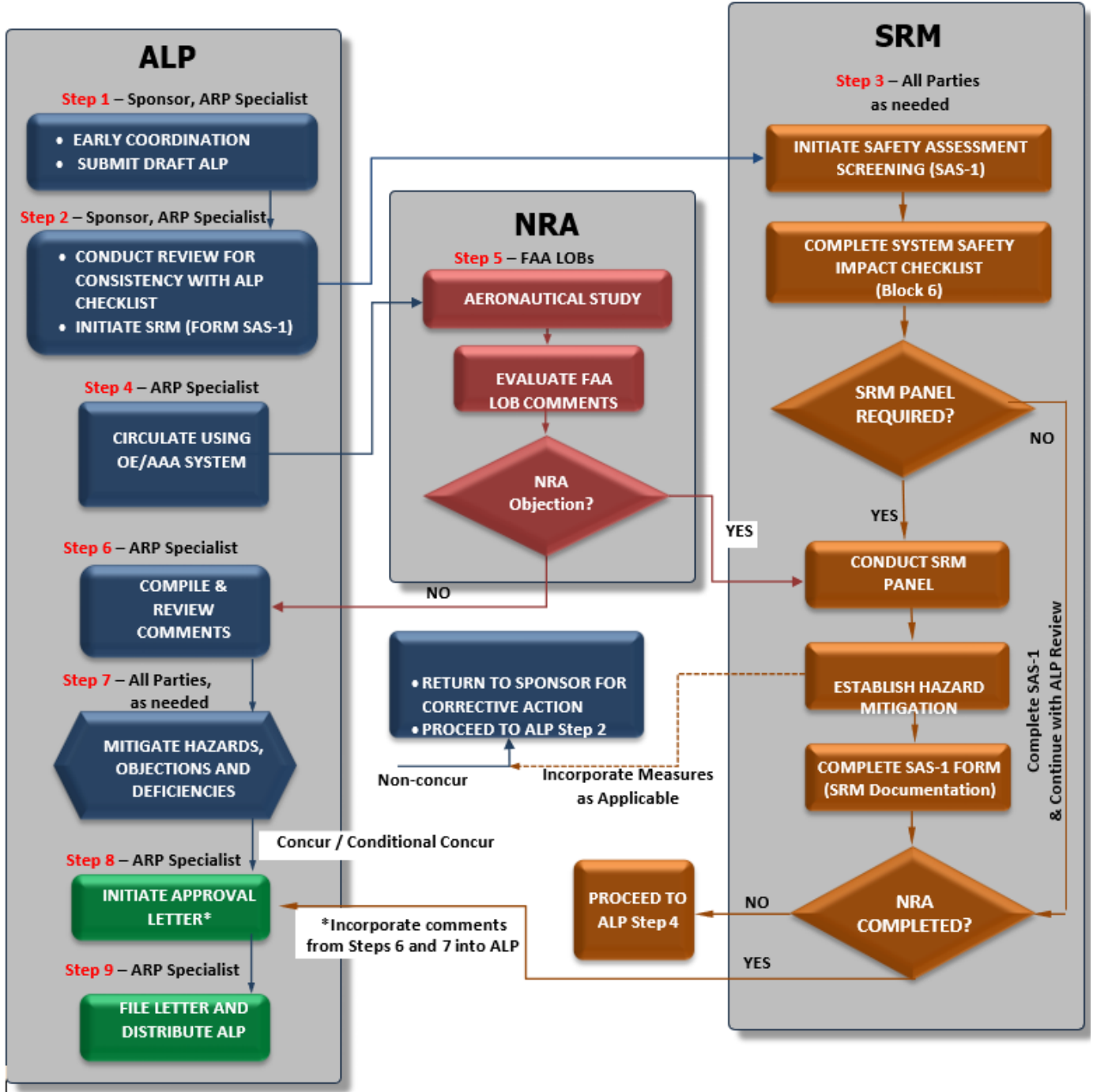
**Response:** An Airport Layout Plan (ALP) is a 10-page visual depiction of an airport's master plan. There is no set shelf life for an ALP, though they become "out-of-date" when they:

- Do not adequately provide for future needs
- Do not conform with current airport design standards
- Do not accurately reflect existing features
- Do not reflect airport and critical land use changes which may affect the navigable airspace or the ability of the airport to expand.

The Ann Arbor Municipal Airport's current ALP addresses all four of these criteria. The ALP was updated by the City of Ann Arbor in 2008 to include the proposed runway safety extension project because the previous ALP did not address the first two criteria.

The process for updating the ALP is complex and involves actions by the Sponsor (City), MDOT-Aero, and the Federal Aviation Administration (FAA). The typical process includes identifying the deficiency of one or more of the four criteria above in the current ALP. The Sponsor would then retain a consultant to work through the lengthy process to review and complete changes consistent with FAA and MDOT-Aero requirements. This includes a Narrative Report and modifications to the drawings. Proposed changes are reviewed at multiple levels including MDOT-Aero and various FAA lines of business to ensure compliance with requirements. Comments are returned and incorporated into a revised plan which is re-submitted for approval at the local, state and federal levels. The FAA provides a 45 page checklist (pages 11-56) for the ALP submittal that is available at <https://www.faa.gov/airports/resources/sops/media/arp-SOP-200-ALP-Review.pdf>. Attached is the FAA's General ALP Process Chart for informational purposes.

**APPENDIX C. GENERAL ALP PROCESS CHART**



**NOTE:**  
Refer to text provided under the applicable Procedure Step for detailed information regarding actions and responsibilities.

**CA-13 – Resolution to Approve a Construction Contract with E.T. MacKenzie Company for the Stadium/Washtenaw Area Utility Improvements Project (\$1,829,900.00)**

**Question:** Are there plans for any of the improved crosswalks to include Accessible Pedestrian Signals or equipped with infrastructure for installation at a later date? (Councilmember Nelson)

**Response:** The work is limited to the residential neighborhood around Winchell/Brockman/Frieze, and the service drive that connects Washtenaw to Stadium. Since there are no signalized intersections within the limits of this project, Accessible Pedestrian Signals are not part of the scope of work.