Environmental Assessment Worksheet

This most recent Environmental Assessment Worksheet (EAW) form and guidance documents are available at the Environmental Quality Board's website at**:** https://www.eqb.state.mn.us**/** The EAW form provides information about a project that may have the potential for significant environmental effects. Guidance documents provide additional detail and links to resources for completing the EAW form.

Cumulative potential effects can either be addressed under each applicable EAW Item or can be addressed collectively under EAW Item 21.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation and the need for an EIS.

1. Project title: Airlake Airport (LVN) 225th Street Reconfiguration and Paving

2. Proposer: Metropolitan Airports Commission

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3. RGU: Metropolitan Airports Commission

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4. Reason for EAW Preparation: (check one)

Required:
☐ EIS Scoping
☐ Mandatory EAW

Discretionary:
☐ Citizen petition
☐ RGU discretion
☒ Proposer initiated

If EAW or EIS is mandatory give EQB rule category subpart number(s) and name(s):

5. Project Location:

- County: Dakota
- City/Township: City of Lakeville, Eureka Township
- PLS Location (¼, ¼, Section, Township, Range): Sec. 3-4, Township 113N, Range 20W
- Watershed (81 major watershed scale): Mississippi River – Lake Pepin 38
- GPS Coordinates: 44.6234634, -93.2225751 (west terminus); 44.6214617, -93.2179167 (east terminus)
- Tax Parcel Number: 130040075012, 130040076010

At a minimum attach each of the following to the EAW:

- County map showing the general location of the project;
- U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable); and
- Site plans showing all significant project and natural features. Pre-construction site plan and post-construction site plan.
- List of data sources, models, and other resources (from the Item-by-Item Guidance: *Climate Adaptation and Resilience* or other) used for information about current Minnesota climate trends and how climate change is anticipated to affect the general location of the project during the life of the project (as detailed below in item 7. Climate Adaptation and Resilience).

6. Project Description:

a. Provide the brief project summary to be published in the *EQB Monitor*, (approximately 50 words).
The project will relocate 225th Street outside the Runway Protection Zone (RPZ) at Airlake Airport in Lakeville to address the incompatible land use. The project will remove the existing road and construct a new alignment, on MAC property, which will remove it from the RPZ, improve safety, and meet design standards.

b. Give a complete description of the proposed project and related new construction, including infrastructure needs. If the project is an expansion include a description of the existing facility. Emphasize: 1) construction, operation methods and features that will cause physical manipulation of the environment or will produce wastes, 2) modifications to existing equipment or industrial processes, 3) significant demolition, removal or remodeling of existing structures, and 4) timing and duration of construction activities
Situated adjacent to the south metro communities of Lakeville, Farmington, and Eureka Township, the Airlake Airport (herein "the Airport") serves both business and recreational fliers. The existing precision approach instrument landing system offers training opportunities for pilots. The based aircraft population has been growing with new hangars constructed. The Airport has a single 4,098-foot runway, Runway 12-30.

The Metropolitan Airports Commission (MAC) proposes this project which includes the realignment and paving of 225th Street south of the Airport. Eureka Township is the road authority for 225th Street. The realignment will relocate 225th Street outside of the Primary Surface and RPZ for Runway 12-30. The RPZ is a trapezoidal area at ground level, located beyond the threshold and runway end, to enhance the safety and protection of people on the ground. The FAA recommends that land in the RPZ be airport-owned and maintained free of incompatible land uses. On- and off-airport design should keep the RPZ clear of incompatible objects and activities, and ensure these areas remain clear of such objects in the future. Relocation of 225th Street will remove this incompatible land use from the RPZ.

To achieve this, the proposed project includes removal of an existing segment of 225th Street between the west side of Cedar Avenue [County State Aid Highway (CSAH) 23] and the reconnection to 225th Street. The project includes construction and paving of a new roadway alignment from Cedar Avenue to the south Airport entrance, a new southbound right turn lane on Cedar Avenue to 225th Street, installation of stormwater treatment features, landscaping, and project-area restoration. Construction will be contained within Airport property.

The road will be designed and constructed to meet city and county design standards. Stormwater treatment features will be designed to meet applicable State, Vermillion River Watershed Joint Powers Organization, and local requirements.

c. Project magnitude:

Description	Number
Total Project Acreage	14.5 acres
Linear project length	0.30 miles
Number and type of residential units	N/A
Residential building area (in square feet)	N/A
Commercial building area (in square feet)	N/A
Industrial building area (in square feet)	N/A
Institutional building area (in square feet)	N/A
Other uses – specify (in square feet)	N/A
Structure height(s)	N/A

d. Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.
The purpose of the project is to enhance airfield safety and compliance with FAA standards by removing public road traffic from the Runway 12-30 RPZ and improving conditions for both aviation and ground transportation users.

The need for the project is to address the existing alignment of 225th Street, which passes through the RPZ and is an incompatible land use within a safety-critical area intended to protect people and property on the ground in the event of an aircraft undershoot, overrun, or excursion. Relocating 225th Street outside the RPZ is necessary to align with FAA guidance and best practices for land use within the RPZ and improve overall safety of aircraft operations on Runway 12-30.

Beneficiaries of the project include airport users through improved operational safety as well as the traveling public using 225th Street.

e. Are future stages of this development including development on any other property planned or likely to happen? Ξ Yes □ No
If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.
A future stage of the project is anticipated to remove Cedar Avenue and 225th Street east of Cedar Avenue. This is tentatively planned for 2028. The future stage is a federal project that will be reviewed in a federal Environmental Assessment with the FAA as the lead federal agency. The currently proposed project to realign 225th Street west of Cedar Avenue will not use federal funds and does not require FAA approval; therefore, the MAC is initiating an EAW to evaluate the potential environmental effects of the non-federal action.

f. Is this project a subsequent stage of an earlier project? □ Yes Ξ No
If yes, briefly describe the past development, timeline and any past environmental review.

7. Climate Adaptation and Resilience:

a. Describe the climate trends in the general location of the project (see guidance: *Climate Adaptation and Resilience*) and how climate change is anticipated to affect that location during the life of the project.

In general, climate change projections for Minnesota predict a warmer and wetter climate, with more frequent extreme precipitation events. Projections also predict increasing risk of heat waves and increasing risk of drought, as more precipitation arrives in intermittent large events. According to the MN DNR, Minnesota has warmed by 3.0°F between 1895 and 2020, and annual precipitation has increased by an average of 3.4 inches across the state (Climate trends | Minnesota DNR accessed December 1, 2025).

To evaluate climate trends in the general location of the project, this document uses the Mississippi River – Lake Pepin major watershed as the general project location. For this area, average annual temperatures have increased about 0.18°F each decade from 1895-2025. Warming is more pronounced in winter months vs. summer, with average January temperatures increasing by about 0.30°F each decade from 1895-2025. Trends for monthly and annual averages in precipitation for the area are flatter, although averages may miss trends of increased variability. In comparison to the state average, the Mississippi River – Lake Pepin major watershed is warming less quickly (Minnesota Climate Trends | Minnesota DNR accessed December 1, 2025).

Climate data available through the Minnesota Climate Explorer (Climate trends | Minnesota DNR accessed December 1, 2025), demonstrates precipitation recorded in the Mississippi River – Lake Pepin watershed has increased on average 0.45 inches per decade, over the past century (1895 to 2024).

In general, projections for Minnesota predict that the days per year with more than 1-inch of precipitation will increase, but summer precipitation will be lower (i.e., precipitation events will be larger, but more infrequent) by the end of the century, as compared with the historical period of 1981-2010 (Minnesota Climate Projections | Climate (umn.edu) Accessed December 1, 2025). Climate change impacts at the location of the Project will likely include warmer temperatures and more periods of drought with periodic flooding.

b. For each Resource Category in the table below: Describe how the project's proposed activities and how the project's design will interact with those climate trends. Describe proposed adaptations to address the project effects identified.

ResourceCategory	Climate Considerations	Project Information	Adaptations
Project Design	The project will add pavement, resulting in stormwater runoff.	Climate change risks and vulnerabilities identified include: Expected changes in precipitation trends to larger events may exacerbate runoff rate and volume.	Stormwater modeling for treatment design will consider the latest meteorological trends and account for larger 5, 10, and 100-year events.
Land Use	No land use conversion is proposed. New road will be constructed and the previous alignment will be removed. No aspects of land use are anticipated to negatively impact climate considerations.	Climate change risks and vulnerabilities identified include: No climate vulnerabilities related to land use were identified.	No vulnerabilities were identified, and no adaptations are proposed.
Water Resources	Address in item 12	Address in item 12	Address in item 12
Contamination/ Hazardous Materials/Wastes	For example, how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the potential environmental effects of generation/use/storage ofhazardous waste and materials No impacts on contamination / hazardous materials / wastes are expected. During construction, contractors will protect soil and water resources from contamination and hazardous materials.	Climate change risks and vulnerabilities identified include: Construction equipment will use potentially hazardous materials, such as gasoline or diesel fuels, motor oils, hydraulic fluids, and other lubricants.	Vehicles will be equipped with spill kits for rapid response. Hazardous materials will be stored in containment apparatuses, while not in use.
Fish, wildlife, plant communities, and sensitive ecological resources (rare features)	Address in item 14.	Address in item 14.	Address in item 14.

8. **Cover types:** Estimate the acreage of the site with each of the following cover types before and after development:

Cover Types	Before (acres)	After (acres)
Wetlands and shallow lakes (<2 meters deep)	0.06	0.06
Deep lakes (>2 meters deep)	0	0
Wooded/forest	0	0
Rivers/streams	0	0
Brush/Grassland	0	0
Cropland	13.01	12.00
Livestock rangeland/pastureland	0	0
Lawn/landscaping	0.65	1.33
Green infrastructure TOTAL (from table below*)	0	0
Impervious surface	0.78	1.01
Stormwater Pond (wet sedimentation basin)	0	0
Other (describe) Stormwater infiltration swale	0	0.1
TOTAL	14.5	14.5

Green Infrastructure*	Before (acreage)	After (acreage)
Constructed infiltration systems (infiltration basins/infiltration trenches/ rainwater gardens/bioretention areas without underdrains/swales with impermeable check dams)	0	0
Constructed tree trenches and tree boxes	0	0
Constructed wetlands	0	0
Constructed green roofs	0	0
Constructed permeable pavements	0	0
Other (describe)	0	0
TOTAL*	0	0

Trees	**Percent**	**Number**
Percent tree canopy removed or number of mature trees removed during development		0
Number of new trees planted		0

9. Permits and approvals required: List all known local, state and federal permits, approvals, certifications and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure. *All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules, Chapter 4410.3100.*

Unit of Government	Type of Application	Status
Vermillion River Watershed Joint Powers Organization	Land Disturbance Permit	To be applied for
Minnesota Pollution Control Agency (MPCA)	National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit	To be applied for
Dakota County	Right-of-Way Permit	To be applied for

Cumulative potential effects may be considered and addressed in response to individual EAW Item Nos. 10-20, or the RGU can address all cumulative potential effects in response to EAW Item No.22. If addressing cumulative effect under individual items, make sure to include information requested in EAW Item No. 21.

10. Land use:

a. Describe:
   i. Existing land use of the site as well as areas adjacent to and near the site, including parks and open space, cemeteries, trails, prime or unique farmlands.

Airlake Airport is in the City of Lakeville, Minnesota and is bordered to the north by Lakeville, to the northwest by the City of Farmington, to the east by Castle Rock Township, to the south by Eureka Township, and to the west by New Market Township. Existing land use at the Airport is described in the Metropolitan Council 2020 Generalized Land Use Inventory as Airport use. Directly south of the Airport, along 225th Street W, land use is Agriculture and Industrial or Utility. Southeast of the Airport along Cedar Ave land use is classified as Undeveloped and Agriculture. Southwest of the Airport land use is classified as Institutional. The area to the north of the Airport has land use classifications mostly consisting of Industrial or Utility and Agriculture.

Greenwood Cemetery is nearby the project to the west, on the north side of 225th Street. No other parks, open space, or trails are adjacent to or near the site.

South of the Airport along Cedar Ave, are Public Watercourses Vermillion River (07040001-517) and a tributary of the Vermillion River (07040001-571). An unnamed creek (07040001-664) bisects the Airport, and a Vermillion River Tributary (07040001-715) runs parallel to the airport on the north side. There is prime farmland and farmland of statewide importance within the proposed project site.

ii. Plans. Describe planned land use as identified in comprehensive plan (if available) and any other applicable plan for land use, water, or resources management by a local, regional, state, or federal agency.

The MAC adopted a 2035 comprehensive plan for the Airport in 2018 that recommends extending the runway to 4,850 feet, in an alignment that does not necessitate moving Cedar Ave. However, the 2035 plan identifies a need to relocate the intersection of 225th Street and Cedar Avenue further to the south. The Airlake 2035 Long-Term Comprehensive plan envisions:

- Displacing the Runway 12 threshold to provide airspace clearance over railroad tracks.
- Extending Runway 12-30 with declared distances to maximize overall airfield utility for existing users.
- Reconfiguring the taxiway and expanding the apron area.
- Any required environmental review for planned improvements will be completed prior to construction.

Areas adjacent to the Airport are under the Dakota County 2040 Comprehensive Plan[1]. The Plan notes that the area's growing population is trending toward demographic characteristics similar to the broader Twin Cities region, moving away from its historical profile of being younger and more affluent. The County's 2021 Amendment to the Plan identifies Cedar Avenue (CSAH 23) in the vicinity of the project as an A-Minor Connector functional class of road, with a proposed future designation of Principal Arterial. Principal Arterial roads are designed to have reduced access and wider spacing full movement intersections. Dakota County does not have land use controls; planned land use from existing adjacent City plans is agricultural, industrial, and mixed use.

iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.

The City of Lakeville and Eureka Township have zoning jurisdiction around the airport. Both municipalities have adopted Comprehensive Plans that address land use in the vicinity of Airlake Airport. The project has been designed with consideration of zoning uses and is compatible with the proposed project. No special districts are present, and no restrictions are known to be present.

iv. If any critical facilities (i.e. facilities necessary for public health and safety, those storing hazardous materials, or those with housing occupants who may be insufficiently mobile) are proposed in floodplain areas and other areas identified as at risk for localized flooding, describe the risk potential considering changing precipitation and event intensity.

The FEMA flood map (Panels 27037C0351E and 27037C0352E effective 12/2/2011) does not classify the proposed project site as being in a flood risk zone.

b. Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.

The project is compatible with nearby land use, zoning, and comprehensive plans. The proposed project is outside the FAA zone of interest. It is on Airport property that does not impact aeronautical use, runways, taxiways, apron areas, or aircraft parking areas.

[1] Comprehensive Plan | Dakota County

c. Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 10b above and any risk potential.

The road will be designed and constructed to meet necessary city and county design standards. All construction is proposed to occur on MAC property. The project will not materially impact the safe and efficient operation of aircraft at, to, or from the airport, nor adversely affect the safety of people or property on the ground.

11. Geology, soils and topography/land forms:

a. Geology - Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.

According to the Minnesota Geological Survey, bedrock occurs between 75-100 feet below the surface. The bedrock geology is part of the Prairie du Chien Group. The Prairie du Chien Group, formed during the Paleozoic era, has an Ordovician-lower; dolostone, sandstone description.

According to the MNDNR Karst Inventory shapefile obtained from the MN Geospatial Commons (accessed 12/01/2025), no karst features occur within or adjacent to the site. The closest karst features are greater than 6 miles away. Vertical migration of stormwater has potential to increase erosion of carbonate bedrock systems. The proposed stormwater treatment design will site any infiltration features in appropriate substrate, and will therefore not increase the potential creation of karst conditions. Additionally, no sinkholes, shallow limestone formations, or unconfined/shallow aquifers are located within or adjacent to the site. The site's geomorphology is predominantly classified as outwash. The surficial geology is characterized by a mix of well drained loam, silty clay loam, and silt loam from the Des Moines lobe.

b. Soils and topography - Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability or other soils limitations, such as steep slopes, highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 12.b.ii.

A review of the NRCS Web Soil Survey indicates that most of the site is comprised of Ostrander loam. The Ostrander series consists of very deep, well drained soils that formed in 75 to 150 centimeters of silty or loamy sediments and in the underlying till. The taxonomic classification of Ostrander loam are Fine-loamy, mixed, superactive, mesic Typic Hapludolls.

A low-lying portion of the project area along a tributary of the Vermillion River has Mayer loam and Maxfield silty clay loam soils. The Mayer Loam series consists of very deep, poorly and very poorly drained soils that formed in 50 to 100 centimeters of a loamy mantle and the underlying sandy and gravelly glacial outwash. The Maxfield series consists of very deep, poorly drained soils formed in 60 to 102 centimeters of loess and underlying glacial till.

Maxfield soils are on interfluves and on head slopes of broad, shallow drainageways on dissected till plains.

Soil Map Unit	Soil Name
2B	Ostrander loam, 1 to 6 percent slopes
2C	Ostrander loam. 6 to 12 percent slopes
318	Mayer loam, swales
378	Maxfield silty clay loam

The depth to groundwater varies across the project area, with the most common depth range between 0-10 feet. The NRCS Web Soil Survey indicates the depth to water table at the Ostrander loam is >200cm. The depths to water table at the Mayer loam, swales and Maxfield silty clay loam are 0cm and 15cm, respectively. The Minnesota Well Index indicates there are no known on-site wells within the project area. Sit elevations range from 940 to 980 feet with the southernmost corner having water at the soil surface.

The NRCS Erosion Hazard Ratings indicate the K Factor whole soil rating for the Ostrander loams is 0.20. The Mayer and Maxfield mapped soils have 0.28 and 0.24 ratings, respectively. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat). Moderate K values (0.25 to 0.45) suggest that the soil is moderately susceptible to detachment and produces moderate runoff, and therefore is moderately erodible.

- NOTE: For silica sand projects, the EAW must include a hydrogeologic investigation assessing the potential groundwater and surface water effects and geologic conditions that could create an increased risk of potentially significant effects on groundwater and surface water. Descriptions of water resources and potential effects from the project in EAW Item 12 must be consistent with the geology, soils and topography/land forms and potential effects described in EAW Item 11.

12. Water resources:

a. Describe surface water and groundwater features on or near the site in a.i. and a.ii. below.

i. Surface water - lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, shoreland classification and floodway/floodplain, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include the presence of aquatic invasive species and the water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within 1 mile of the project. Include DNR Public Waters Inventory number(s), if any.

A review of Minnesota DNR geospatial data shows there are no wildlife lakes or migratory waterfowl feeding/resting lakes within the proposed project site boundaries. The review showed one trout stream with special regulations is nearby but outside proposed project site, a tributary of Vermillion River (07040001-571). Farther south of the proposed project site, the Vermillion River (07040001-517) is also classified as a trout stream. Both streams are also listed on the Minnesota DNR Public Waters Inventory (PWI).

The Vermillion River (07040001-517) is also listed on the Impaired Water List. The river is considered not always suitable for swimming and wading due to high bacteria levels caused by the presence of human or animal waste in the water. The stream also may not support a thriving community of fish and other aquatic organisms, as indicated by benthic macroinvertebrates bioassessments, dissolved oxygen, fish bioassessments, and turbidity. The stream has an approved TMDL plan for fecal coliform bacteria, mercury in fish tissue, and turbidity.

The project is in Vermillion River minor watershed, Mississippi River – Lake Pepin major watershed, and Lower Mississippi Bank Service Area (BSA) #8. No county or judicial ditches are in the project area or vicinity.

The National Wetland Inventory (NWI) mapped one wetland complex south of the proposed project site. The wetland is mapped as PEM1Cd and PFO1Ad and is associated with a tributary to the Vermillion River. An SEH scientist delineated the proposed project site in 2025, and identified two (2) wetlands south of the Airport along Cedar Ave (**Figure 4**). One wetland has surficial connectivity to a tributary of Vermillion River (07040001-571) and is classified as a fresh (wet) meadow. The other wetland is in a roadside ditch parallel to Cedar Ave. The table below summarizes the characteristics of the delineated wetlands near the proposed project site.

Wetland ID	Size (acres)[1]	Hydrogeomorphic Classification	Eggers & Reed Classification	Circular 39/ Cowardin Classification	Surficial Connectivity
1	0.29	Riverine	Fresh (Wet) Meadow	Type 2 / PEM1B	Surficial connection to tributary
2	0.06	Depression	Fresh (Wet) Meadow / Wet Ditch	Type 2 / PEM1Bd	Isolated roadside ditch

[1] Size includes areas of wetland within the area of investigation only. Wetlands may extend beyond the limits of the area investigated and actual wetland size may be larger than that indicated.

ii. Groundwater – aquifers, springs, seeps. Include: 1) depth to groundwater; 2) if project is within a MDH wellhead protection area; 3) identification of any onsite and/or nearby wells, including unique numbers and well logs if available. If there are no wells known on site or nearby, explain the methodology used to determine this.

Based on the Minnesota Hydrogeology Atlas, the depth to groundwater within the site varies from 0 to greater than 20 feet deep, with most of the site in the 0 to 10 foot depth range.

Based on the MNDNR Minnesota Spring Inventory, there are no known springs or seeps within or adjacent to the project area.

Based on the Minnesota Department of Health (MDH) Source Water Protection Web Map Viewer, the site is not located within a drinking water supply management area (DWSMA).

Based on the MDH Minnesota Well Index, there are no known on-site wells within the project area. There are several nearby wells adjacent to the project area with the nearest being an irrigation well >200 feet south of the 225th St W section of the proposed project site.

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects in Item b.i. through Item b.iv. below.

i. Wastewater - For each of the following, describe the sources, quantities and composition of all sanitary, municipal/domestic and industrial wastewater produced or treated at the site.

1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.
The project does not include wastewater discharge. Not applicable.

2) If the wastewater discharge is to a subsurface sewage treatment systems (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system. If septic systems are part of the project, describe the availability of septage disposal options within the region to handle the ongoing amounts generated as a result of the project. Consider the effects of current Minnesota climate trends and anticipated changes in rainfall frequency, intensity and amount with this discussion.
Not applicable.

3) If the wastewater discharge is to surface water, identify the wastewater treatment methods and identify discharge points and proposed effluent limitations to mitigate impacts. Discuss any effects to surface or groundwater from wastewater discharges, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects.
Not applicable.

ii. Stormwater - Describe changes in surface hydrology resulting from change of land cover. Describe the routes and receiving water bodies for runoff from the project site (major downstream water bodies as well as the immediate receiving waters). Discuss environmental effects from stormwater discharges on receiving waters post construction including how the project will affect runoff volume, discharge rate and change in pollutants. Consider the effects of current Minnesota climate trends and anticipated changes in rainfall frequency, intensity and amount with this discussion. For projects requiring NPDES/SDS Construction Stormwater permit coverage, state the total number of acres that will be disturbed by the project and describe the stormwater pollution prevention plan (SWPPP), including specific best management practices to address soil erosion and sedimentation during and after project construction. Discuss permanent stormwater management plans, including methods of achieving volume reduction to restore or maintain the natural hydrology of the site using green infrastructure practices or other stormwater management practices. Identify any receiving waters that have construction-related water impairments or are classified as special as defined in the Construction Stormwater permit. Describe additional requirements for special and/or impaired waters.

The project will remove 0.8 acres of gravel road surface and construct 1.9 acres of new, paved road surface. The impervious surface has potential to contribute increased rate and volume of stormwater to downstream water bodies. Climate trends of increased precipitation in fewer, larger events may exacerbate stormwater rate and volume.

South of the project area are two Public Watercourses, the Vermillion River (07040001-517) and a tributary of the Vermillion River (07040001-571). The Vermillion River is listed on the Impaired Water List. The river is considered not always suitable for swimming and wading due to high bacteria levels caused by the presence of human or animal waste in the water. The stream also may not support a thriving community of fish and other aquatic organisms, as indicated by benthic macroinvertebrates bioassessments, dissolved oxygen, fish bioassessments, and turbidity. The stream has an approved TMDL plan for fecal coliform bacteria, mercury in fish tissue, and turbidity.

The project will include permanent stormwater treatment as required by the Vermillion River Watershed Joint Powers Organization and State rules. To address anticipated climate trends, stormwater modeling for treatment design will consider the latest meteorological trends and account for larger 5, 10, and 100-year events. The project will also require a construction stormwater permit including temporary best management practices (BMPs) to manage runoff from construction activities.

iii. Water appropriation - Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Discuss how the proposed water use is resilient in the event of changes in total precipitation, large precipitation events, drought, increased temperatures, variable surface water flows and elevations, and longer growing seasons. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation. Describe contingency plans should the appropriation volume increase beyond infrastructure capacity or water supply for the project diminish in quantity or quality, such as reuse of water, connections with another water source, or emergency connections.
N/A, no water appropriation is proposed.

iv. Surface Waters

a) Wetlands - Describe any anticipated physical effects or alterations to wetland features such as draining, filling, permanent inundation, dredging and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed and identify those probable locations.

Impacts to Wetland 2 are expected from the construction of the Southbound Right Turn Lane on Cedar Avenue. Wetland 2 is believed to have been created in a nonwetland area solely by actions, the purpose of which was not to create the wetland.

As a linear, roadside ditch constructed in upland, Wetland 2 is expected to be incidental and outside the scope of the WCA. Lack of surface connection to other waters means Wetland 2 is also not likely in USACE jurisdiction under Section 404 of the Clean Water Act. The MAC will seek confirmation on the incidental status of Wetland 2 from the City of Lakeville (WCA LGU) and request and Approved Jurisdictional Determination from the USACE prior to construction.

b) Other surface waters- Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicialditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering thewater features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.

No physical effects or alterations are proposed to other surface water features.

13. Contamination/Hazardous Materials/Wastes:

a. Pre-project site conditions - Describe existing contamination or potential environmental hazards on or in close proximity to the project site such as soil or ground water contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.

To identify and evaluate locations potentially containing hazardous or regulated materials or other sources of potential contamination in the proposed project area, MPCA's "What's In My Neighborhood" database was evaluated. The database includes an inventory of potentially contaminated sites (both those that have been previously remediated and those that are currently being investigated or remediated) and environmental permits and registrations from MPCA.

To provide a more focused analysis that reflects what can reasonably be expected to be encountered during construction of the proposed project, the study area is defined as the area within 500 feet of the proposed project site. The study methodology is based on a MnDOT modification of American Society of Testing and Materials (ASTM) 1527-13.

Sites identified within the study area were classified as low, medium, or high risk according to the proximity to the proposed project and the type of activity. Sites were classified using the following methodology based on ASTM standards.

- Low risk: Low risk sites are sites with a low risk potential for having contamination. These sites are locations where hazardous materials or petroleum products may have been stored or used, but based on subsequent file review or field reconnaissance, no known

contamination is associated with the property. Low risk sites include inactive underground storage tank (UST) and aboveground storage tank (AST) sites and sites identified as "Hazardous Waste, Small to Minimal Quantity Generator."

- Medium risk: Medium risk sites are sites with a medium risk potential for having contamination. These sites are known to have, or have had, soil and/or groundwater contamination, but current information indicates that contamination is being remediated, does not require remediation, or already requires continued monitoring. Medium risk sites include all brownfields and closed LUST and LAST sites that are within the study area.
- High risk: These sites have a high potential for contamination. In some cases, contaminated groundwater may have migrated outside the boundaries of the site. Field investigation of soil and groundwater within planned construction limits may be needed to identify any contributing contamination from these sites and to identify a response action plan to be implemented during construction. High risk sites include all Superfund sites, Voluntary Investigation and Cleanup Program (VIC) sites, and Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) sites and any open LAST and LUST sites within the study area.

Number of Recorded Sites with Potential Contaminants

Project	Total Number of Recorded Sites within Study Area
Airlake Airport (LVN) 225th Street Realignment	1

Contamination Risk

Project	Number of High Risk Sites	Number of Medium Risk Sites	Number of Low Risk Sites
Airlake Airport (LVN) 225th Street Realignment	0	0	1

A review of MPCA's "What's In My Neighborhood" found one Hazardous Waste MPCA site within 500 feet of the proposed project area. This site is associated with Docs Trucking (Hazardous Waste - MN0000251082 - Very small quantity generator). The status is currently active. Hazardous waste includes substances that are corrosive, explosive, toxic and-or fire hazards. Very Small Quantity Generators produce 220 pounds or less of hazardous waste, and less than 2.2 pounds of acute hazardous waste per month.

The project does not expect to encounter contaminants during construction. Any contaminants encountered during site work will be adequately handled in accordance with all applicable federal, state, and local protocols, procedures, and policies.

b. Project related generation/storage of solid wastes - Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.

All solid waste generated by construction of the proposed project will be disposed of properly in a permitted, licensed solid waste facility. Project demolition of concrete, asphalt, and other potentially recyclable construction materials will be directed to the appropriate storage, crushing, or renovation

facility for recycling.

Once complete, the proposed project will not significantly affect the type and quantity of solid waste that the Airport generates, because overall passenger volume will not increase due to this project.

c. Project related use/storage of hazardous materials - Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location and size of any new above or below ground tanks to store petroleum or other materials. Indicate the number, location, size and age of existing tanks on the property that the project will use. Discuss potential environmental effects from accidental spill or release of hazardous materials. Identify measures to avoid, minimize or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.

No new above-ground or below-ground storage tanks are planned for permanent use in conjunction with the proposed project. During construction, there may use temporary petroleum storage tanks to provide fuel for construction equipment. Appropriate measures will be taken during construction to avoid spills that could contaminate groundwater or surface water. If a leak or spill occurs during construction, appropriate response to remedy the situation will be taken immediately in accordance with MPCA guidelines/regulations, and in compliance with the existing NPDES permit.

d. Project related generation/storage of hazardous wastes - Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of hazardous waste including source reduction and recycling

Regulated material and/or waste will be managed in accordance with state requirements. No known toxic or hazardous wastes will be generated on site. Toxic or hazardous wastes to be stored on site following completion of the project may include commercial cleaning supplies. During construction regulated materials may include fuel and oil necessary for maintaining and operating construction equipment.

14. Fish, wildlife, plant communities, and sensitive ecological resources (rare features):

a. Describe fish and wildlife resources as well as habitats and vegetation on or in near the site.

No wildlife or fish resources are found within the proposed project site. The Minnesota DNR Native Plant Community (NPC) database does not identify any mapped NPCs within and adjacent to the project area. A review of Minnesota DNR geospatial data shows there are no wildlife lakes or migratory waterfowl feeding/resting lakes within the proposed project site boundaries. The review showed that one trout stream with special regulations is nearby but outside proposed project site, a tributary of Vermillion River (07040001-571). The majority of the project area is row cropped.

b. Describe rare features such as state-listed (endangered, threatened or special concern) species, native plant communities, Minnesota Biological Survey Sites of Biodiversity Significance, andother sensitive ecological resources on or within close proximity to the site. Provide the license agreement number (LA-2024-062) from which the data were obtained and attach the Natural Heritage Review letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe the results.

An SEH scientist reviewed rare features information on November 18, 2025. There is a known occurrence of rattlesnake master (*Eryngium yuccifolium*), a state special concern plant, within ½ mile of the project. The occurrence is associated with the Greenwood Cemetery. No sites of biodiversity significance or other known sensitive ecological resources are close to the site.

c. Discuss how the identified fish, wildlife, plant communities, rare features and ecosystems may be affected by the project including how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.

No effects to known threatened and endangered species are proposed. The project will convert agricultural land to new roadway, and remove an area of existing roadway. The project does not impact the Greenwood Cemetery or habitat suitable for rattlesnake master.

d. Identify measures that will be taken to avoid, minimize, or mitigate the adverse effects to fish, wildlife, plant communities, ecosystems, and sensitive ecological resources.

Limited impacts to fish, wildlife, plant communities, and sensitive ecological resources are anticipated.

Stormwater pollution prevention BMPs would be implemented to prevent water quality degradation. At a minimum, these would include silt fencing along the perimeter, but may, depending on the location of staging/storage areas, require redundant BMPs (e.g., silt fence and a sediment control log). BMPs would be designed to meet the requirements of the Construction General Stormwater Permit as applicable. The deposition of any brush, soils, or other materials that may need to be excavated and hauled away would be the responsibility of the contractor to handle such that they abide by any local, state, and federal regulations and permit conditions.

Noxious/invasive species can adversely impact wildlife habitat. Prevention and control of noxious/invasive species would be considered in the design, construction, and maintenance of the roadway. Measures to prevent the spread of noxious/invasive species during construction include thoroughly cleaning equipment after working in infested areas and revegetating disturbed areas as soon as possible after construction is completed. Where infestations are identified, control methods would be applied to limit the spread and impact of noxious/invasive species. Where disturbed, land would be stabilized by seeding with appropriate native seed mixes. Contractors will be instructed to clean equipment before and after use, and the construction would use clean fill.

15. Historic properties:

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include: 1) historic designations, 2) known artifact areas, and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

According to the Minnesota Office of the State Archaeologist's Public Viewer, accessed on December 23, 2025, no previously known historic structures, archaeological sites, and/or traditional cultural properties are in the same sections as the proposed project. The SHPO Minnesota Statewide Historic Inventory Portal public viewer identifies farmsteads, bridges, and rail grades nearby but outside the project limits. The National Register of Historic Places (NRHP) map viewer did not identify any historic places in the vicinity.

The 106 Group completed a cultural resources literature review and archaeological assessment in May 2019, which included the proposed project area. Results of this review indicated a low potential for intact resources. The report recommends follow-up study if work is proposed within 300 feet of the nearby Greenwood Cemetery. Paving of the existing 225th Street is at or near 300 feet from the cemetery; however, ground disturbance for the re-alignment of the road is at least 1,300 feet east of the cemetery.

16. Visual:

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

The project site is located on a flat landscape with no nearby residences, parks, or other visual impact receptors. No scenic views or vistas are present in or near the project site. The project is not expected to have any negative visual effects.

17. Air:

a. Stationary source emissions - Describe the type, sources, quantities and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants. Discuss effects to air quality including any sensitive receptors, human health or applicable regulatory criteria. Include a discussion of any methods used assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.
No new stationary source emissions are proposed.

b. Vehicle emissions - Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g. traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.

The U.S. EPA regulates pollutants under the Clear Air Act, which sets the National Ambient Air Quality Standards (NAAQS). As of December 2025, Dakota County is in a "maintenance area" for sulfur dioxide and lead. The county was once a nonattainment area, but now attains NAAQS for those pollutants. Dakota County is in attainment for all other criteria pollutants.

The proposed project is not anticipated to result in an increase in vehicle-related emissions. Construction equipment would result in air emissions during construction of the street paving and realignment. Construction emissions include dust and exhaust emissions from construction

vehicle and equipment activity. Construction emissions are anticipated to be minor and temporary in nature. The cumulative CO_2e emissions from construction equipment and land use change (construction) is expected to be 40.93 and 0.13 tons, respectively.

c. Dust and odors - Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under item 17a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.

   Dust: The proposed project will generate dust during construction as is typical from a construction activity. Appropriate dust control BMPs, such as soil wetting or misting/water vapor, would be implemented by the construction contractor as necessary. Specific BMPs would be determined based on severity, weather conditions, and site conditions. The road realignment will result in the conversion of a gravel road to a paved road which will reduce dust emissions along this roadway in the future.

   Odor: Construction equipment and materials may create some minor odors typical of a construction site.

   Dust and odors are not anticipated to have a significant impact on human health, quality of life, or the environment.

18. Greenhouse Gas (GHG) Emissions/Carbon Footprint

a. GHG Quantification: For all proposed projects, provide quantification and discussion of project GHG emissions. Include additional rows in the tables as necessary to provide project-specific emission sources. Describe the methods used to quantify emissions. If calculation methods are not readily available to quantify GHG emissions for a source, describe the process used to come to that conclusion and any GHG emission sources not included in the total calculation.

   The table below outlines estimated cumulative and annualized GHG emissions (in short tons) of the road based on a 50-year life. These estimates were generated using the Minnesota Climate Calculator Version 1.1, May 2025 retrieved from https://www.eqb.state.mn.us/environmental-review/climate-assessments. Input data from the design was used to generate GHG emissions estimates, where applicable. Default values were applied where information was not readily available. Emissions from the project are due to construction (including material inputs, transportation of material inputs, employee commuting, constriction equipment, land use change, and construction waste).

Phase	Cumulative CO_2e Emissions	Annualized CO_2e Emissions
Construction	**237.54**	**4.75**
Material inputs	193.46	3.87
Transportation of material inputs	-	-
Employee commuting	3.02	0.06
Construction equipment	40.93	0.82
Land use change (construction)	0.13	0
Construction waste	-	-
Total	**237.54**	**4.75**

Annualized emissions are equivalent to…

Emissions from	57.9	gasoline-powered passenger vehicles driven for one year
Emissions from	33.3	homes' energy use for one year
Carbon sequestered by	249	acres of U.S. forests in one year

b. GHG Assessment

i. Describe any mitigation considered to reduce the project's GHG emissions.

Construction-related emissions will be exempt as de minimis and they will meet the conformity requirements under Section 176 (c) of the Clean Air Act, and 40 CFR 93.153. The project sponsor will encourage the selected contractor to reduce GHG emissions from construction, which may include minimizing idling equipment or encouraging carpooling to the site by workers.

Practices below will be evaluated to further reduce the project's GHG emissions:

- Reduction and recycling of construction waste
- Maintaining all equipment in proper condition

ii. Describe and quantify reductions from selected mitigation, if proposed to reduce the project's GHG emissions. Explain why the selected mitigation was preferred.

The use of practices listed above will help to mitigate the project's GHG emissions. It is difficult to quantify the exact reduction in GHG emissions due to the variability in number and type of vehicles for construction and operations.

iii. Quantify the proposed projects predicted net lifetime GHG emissions (total tons/#of years) and how those predicted emissions may affect achievement of the Minnesota Next Generation Energy Act goals and/or other more stringent state or local GHG reduction goals.

The project's estimated net lifetime GHG emission are 237.54 tons of CO2e emissions over the course of 51 years; this estimate includes the construction emissions for one (1) year and project life of 50 years. This accounts for <.001% of 2022 Minnesota's Climate Action Framework Next Generation Energy Act (NGA) goal for 2030.

19. Noise

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area, 2) nearby sensitive receptors, 3) conformance to state

noise standards, and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

Existing noise sources include vehicle traffic along 225th Street and Cedar Avenue, and Airlake Airport. The proposed project corridor crosses agricultural land owned by the Airport. No residences are present nearby. The nearest sensitive receptors include the Lao Buddhist Temple of Minnesota to the south.

Project Construction

Project construction would increase noise levels relative to existing conditions. Increases would be associated with construction equipment and therefore temporary and short in duration over the course of construction. Construction is not planned to occur outside of standard daylight working hours. The contractor would be required to comply with local ordinance requirements regarding noise.

The project would conform with all applicable MnDOT and Federal Highway Administration (FHWA) noise standards.

20. Transportation

a. Describe traffic-related aspects of project construction and operation. Include: 1) existing and proposed additional parking spaces, 2) estimated total average daily traffic generated, 3) estimated maximum peak hour traffic generated and time of occurrence, 4) indicate source of trip generation rates used in the estimates, and 5) availability of transit and/or other alternative transportation modes.
The project will not change total average daily traffic or peak hour traffic. Mass transit is not available at this location. The project will not affect traffic volumes or transit availability.

b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. *If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW.* Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 *(available at: http://www.dot.state.mn.us/accessmanagement/resources.html)* or a similar local guidance.
Because the project does not increase traffic volumes, no adverse effects on congestion are anticipated.

c. Identify measures that will be taken to minimize or mitigate project related transportation effects.
The design of the new intersection of 225th Street and Cedar Avenue will consider current and expected future traffic volumes. The project will construct a new southbound right turn lane from Cedar Avenue to improve traffic flow and safety and match the existing condition of providing a southbound right turn lane for 225th Street.

21. Cumulative potential effects: (Preparers can leave this item blank if cumulative potential effects are addressed under the applicable EAW Items)

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.
Project construction is planned for 2026. The geographic scale is the immediate project construction limits and adjacent roadways.

Cumulative effects are defined as "the impact on the environment which results from incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency undertakes such actions." The realignment and paving of 225th Street will include permanent stormwater treatment to mitigate an adverse effect to water quality and will not have overlapping traffic effects with other projects in the area.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

The future realignment of 225th Street east of Cedar Avenue is a reasonably foreseeable future project. It is tentatively scheduled for 2028. The realignment of 225th Street east of Cedar Avenue will also increase impervious surface. The project will require permanent stormwater treatment to mitigate increased stormwater runoff; therefore, cumulative effects are not anticipated.

c. Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.

No adverse cumulative effects have been identified. Based on the limited impact of the proposed paving and realignment of 225th St., the potential for averse cumulative effects from the proposed project in conjunction with past, present, and future projects is insignificant.

22. Other potential environmental effects: If the project may cause any additional environmental effects not addressed by items 1 to 19, describe the effects here, discuss how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.

RGU CERTIFICATION. *(The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.)*

I hereby certify that:

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9c and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature  Date 02/17/2026

Title Vice President – Planning and Development

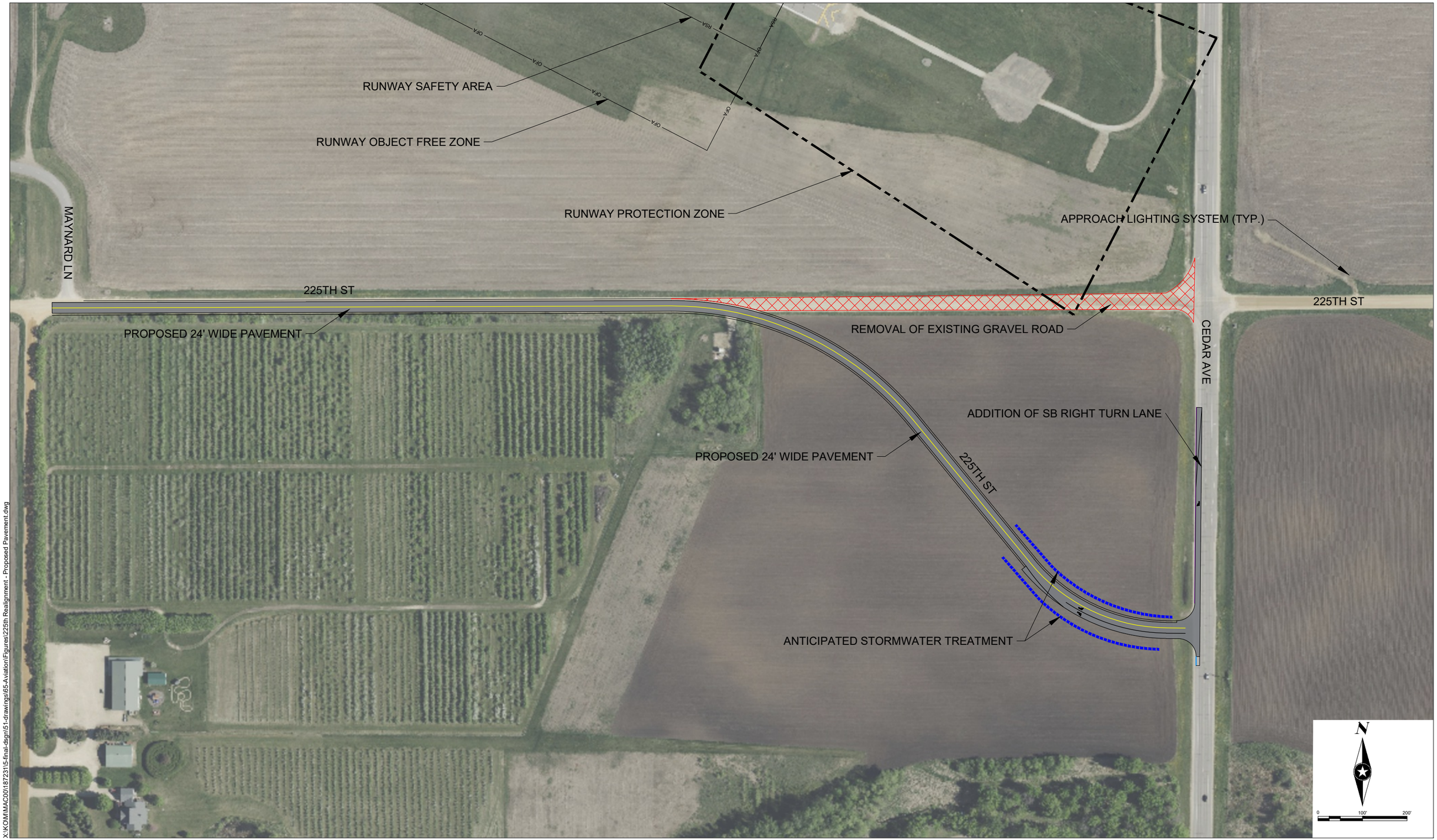
Figures

225th Street Realignment

Figure 1

Airlake Airport
Lakeville, Minnesota

225th St. Paving and Realignment
12/2025; 187231



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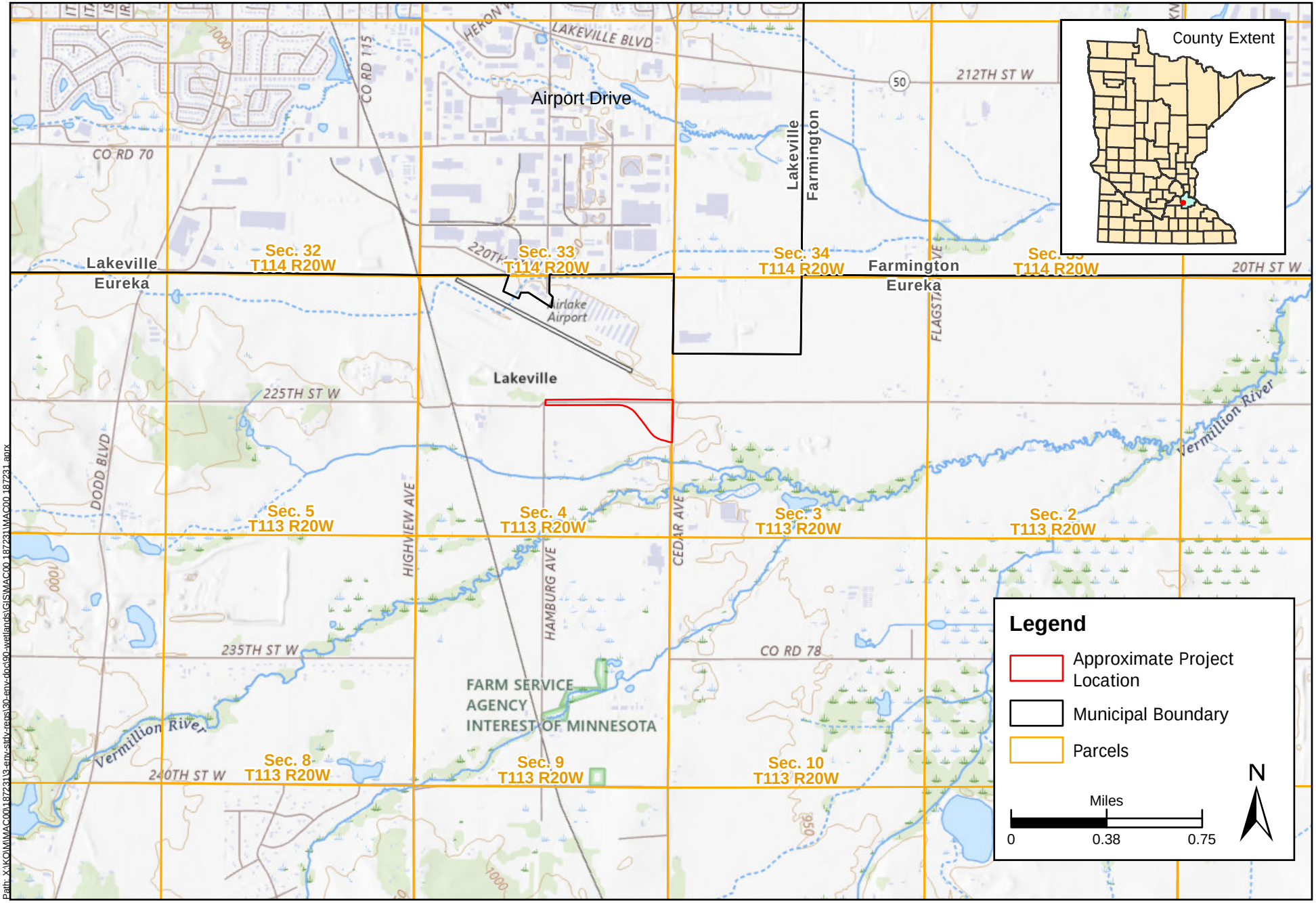
225th Street Realignment

Figure 2

Airlake Airport
Lakeville, Minnesota

225th St. Paving and Realignment
12/2025; 187231



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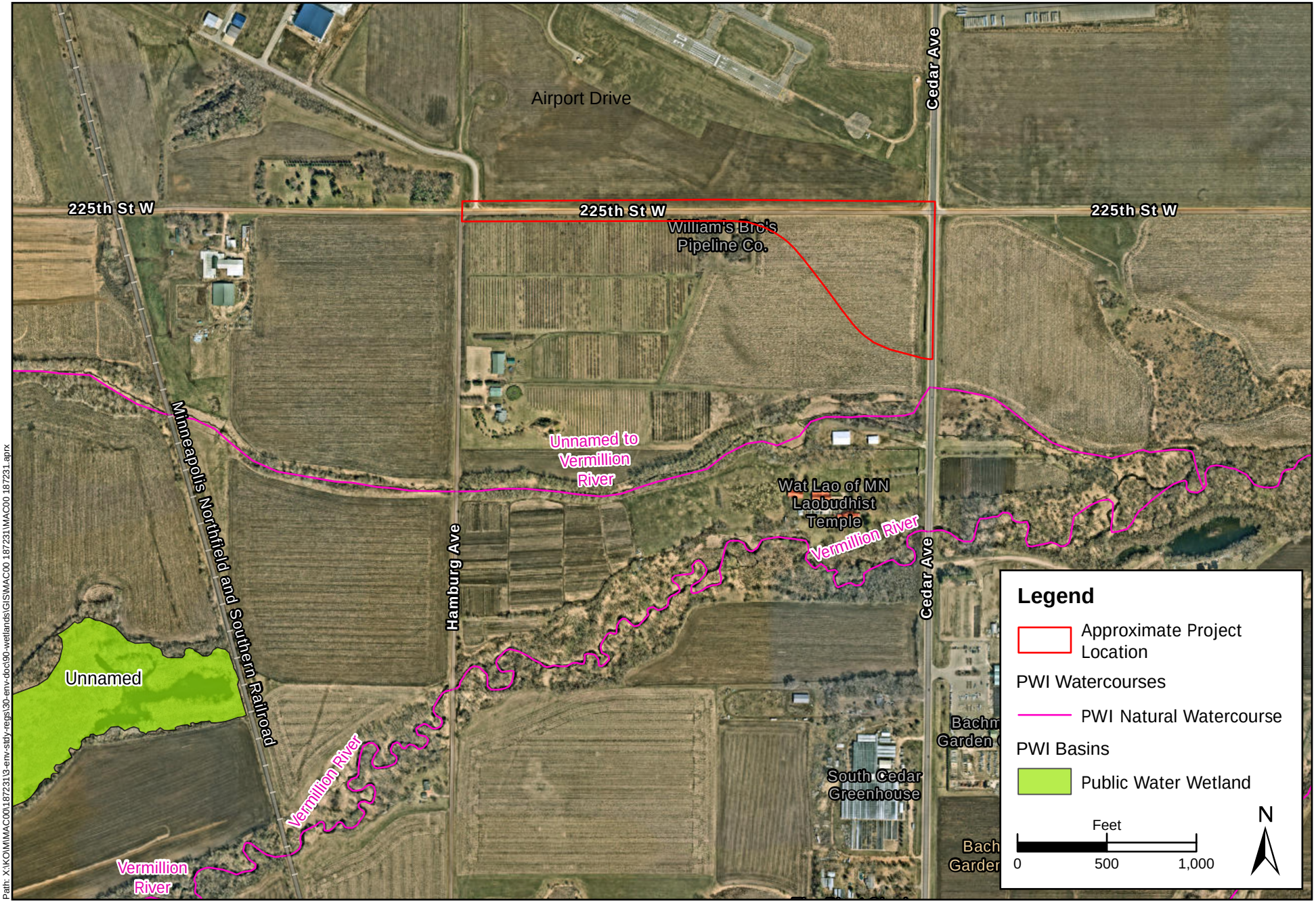
225th Street Realignment

FIGURE 3

Airlake Airport
Lakeville, Minnesota

Public Waters Inventory
12/2025; 187231



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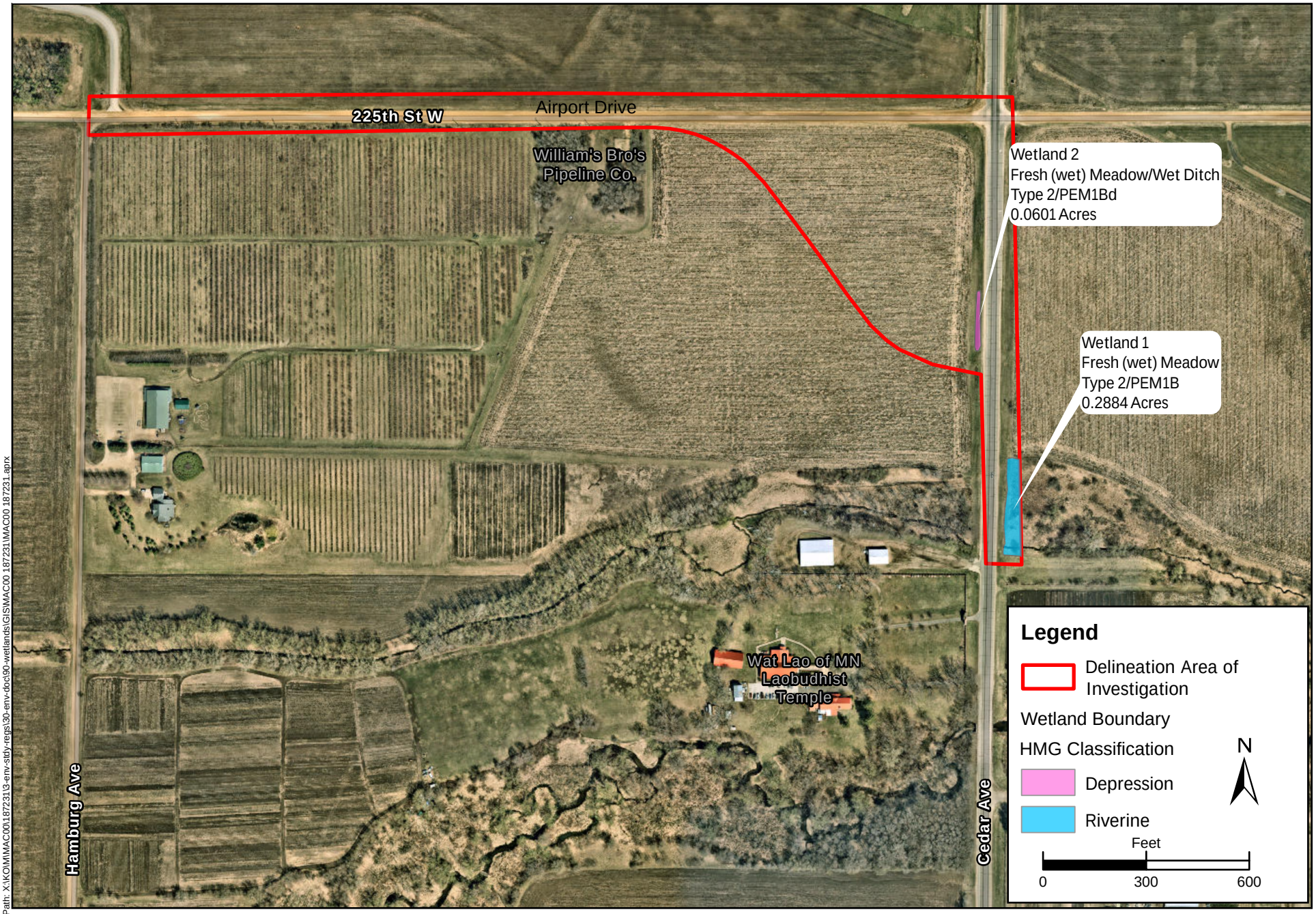
225th Street Realignment

Figure 4

Airlake Airport
Lakeville, Minnesota

Wetland Delineation
12/2025; 187231



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