



# Lake Elmo Airport

## CONSTRUCTION NEWS



11-5-2019



11-21-2019




01-10-2020

### Learn More:


Project newsletters including construction updates and photos will be posted regularly during construction on the airport website.

 [Construction Website](#)

### Long Term Comprehensive Plan (LTCP):

 [metroairports.org/general-aviation/airports/lake-elmo-airport](http://metroairports.org/general-aviation/airports/lake-elmo-airport)

### Environmental Assessment/Environmental Assessment Worksheet (EA/EAW):

 [metroairports.org/general-aviation/airports/lake-elmo/lake-elmo-environmental-assessment/documents-and-links](http://metroairports.org/general-aviation/airports/lake-elmo/lake-elmo-environmental-assessment/documents-and-links)

If you have questions about the project, please contact us via email at [ContactLakeElmoAirportEA@mshpac.org](mailto:ContactLakeElmoAirportEA@mshpac.org)

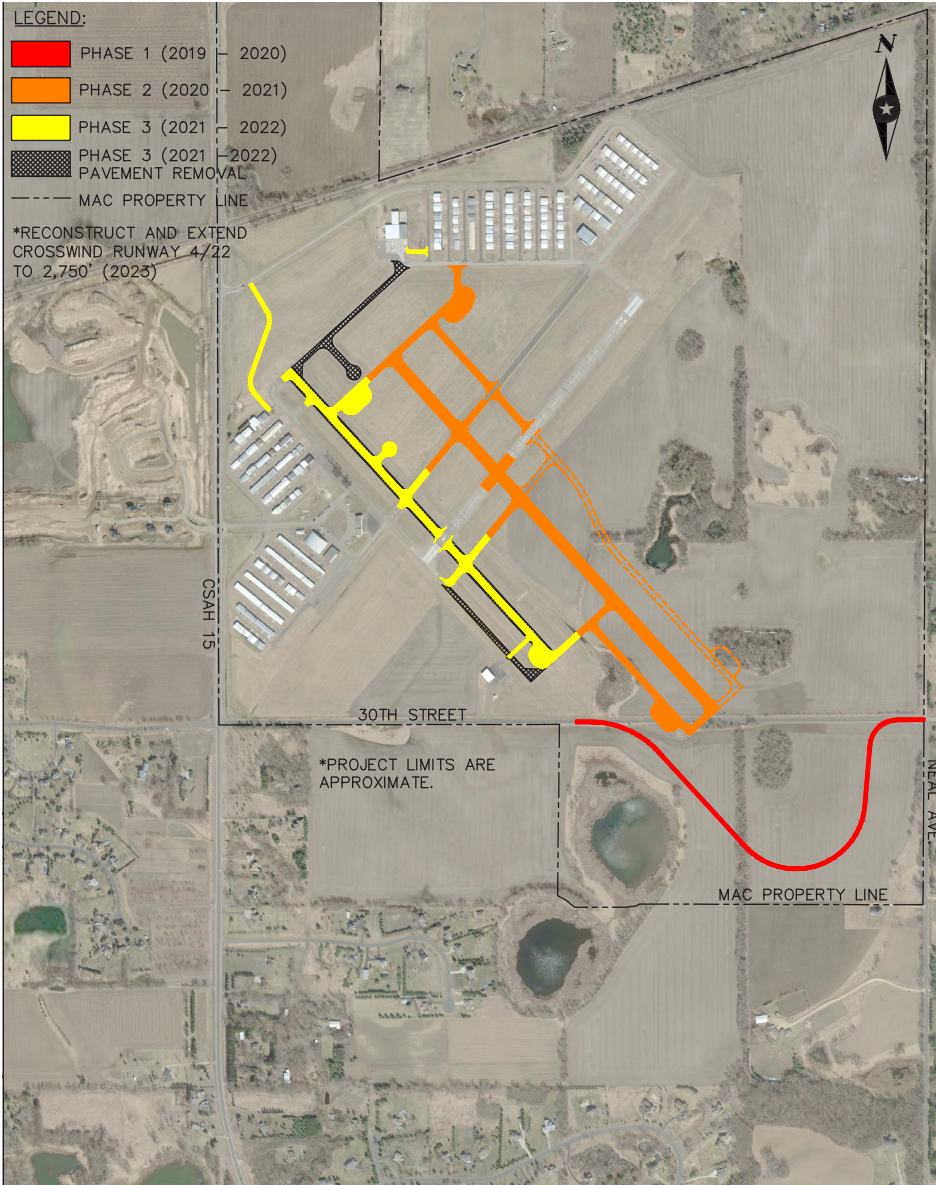
## INTRODUCTION & BACKGROUND

In 2016, the Metropolitan Airports Commission (MAC) adopted a Long-Term Comprehensive Plan (LTCP) for the Lake Elmo Airport. The LTCP provides guidance for possible airport improvements over the next 20 years, specifically including the following improvements:

- Relocate and extend Runway 14/32 to 3,500 feet
- Realign 30th Street North around the relocated runway protection zone
- Construct new taxiways
- Convert the existing runway to a parallel taxiway
- Reconstruct and extend crosswind Runway 4/22 to 2,750 feet
- Upgrade instrument approach to use newer technology

Upon completion of the LTCP, and prior to making these improvement, MAC was required to study the possible environmental effects associated with the proposed projects. The MAC, along with the Federal Aviation Administration (FAA) prepared a joint Environmental Assessment/Environmental Assessment Worksheet (EA/EAW). The environmental study was in progress throughout 2017 and the EA/EAW was completed in August of 2018. A Finding of No Significant Impact/Record of Decision (FONSI/ROD) was issued by the FAA determining that the development will not result in significant environmental impacts.

Following determination of the EA/EAW, final design began for Runway 14/32 Replacement. The first phase of the project includes realigning 30th Street North around the relocated runway protection zones. In late 2019, once required permits were obtained, MAC began construction of the first phase of the project.



PROJECT SCHEDULE

phase

1

Realign 30th Street N  
November 2019 through July 2020

A two week road closure of 30th Street N between Manning Ave and Neal Ave will be scheduled during summer 2020. A detour route and signage will be in place during that time. Exact dates are to be determined.

phase

2

Runway 14/32 Replacement  
& Airfield Modifications  
Fall 2020 through Summer 2021

Construction grading of new runway and taxiways.

phase

3

Runway 14/32 Replacement  
Fall 2021 through Summer 2022

Completion of new Runway 14/32 and taxiways and convert existing runway to parallel taxiway.

PROJECT UPDATE

Phase 1, 30th Street construction, began the week of November 4, 2019. Initial construction activities included contractor mobilization and installation of erosion control and traffic control measures. Following installation of these items, earthwork grading began and has continued as weather allows.

Roadway grading began near the future connection point on the west end of the project. Existing topsoil and non-suitable soils were removed and replaced with granular fill material throughout the new road alignment. The grading operations have continued east toward the intersection at Neal Ave. Material testing has been, and will be, required for all new material throughout the construction process.

In addition to roadway construction, stormwater filtration basin grading has also commenced. This project will include construction of three filtration basins to provide volume, rate control, and quality control of stormwater. Construction includes excavation of material to create the basin, followed by installation of drain tile and two feet of filter material. Overall drainage and flow direction of the site will remain the same. No additional stormwater will be routed to Neal Ave. All stormwater on the site will be collected and routed west to the drainage areas on MAC property to match the pre-existing condition. Periodic inspections by the Valley Branch Watershed and West Lakeland Township engineering representatives have been on-going throughout construction.