An Airport’s Story: the Stories of the Alexandria and Albert Lea Airports

Todd Roth, City of Alexandria
Lyle Kratzke, TKDA
Jim Hanson, City of Albert Lea
Matt Wagner, Mead & Hunt
Timeline for AEL

- Planning – 2003 Master Plan/ALP Update
- Environmental – 2004 EA
- Design – 2007-2010
- Construction – 2008-2011
- Future Projects
Planning

• 2003 Master Plan / ALP Update
  – Identified need for 5,000’ runway
  – Existing runway too close to buildings for lower approach minimums
  – Provide full-length parallel taxiway for new runway with 400-foot separation distance
  – Relocate Plaza Street for ultimate RSA/OFA
Environmental

• 2004 Environmental Assessment
  – Resulted in Finding Of No Significant Impact (FONSI) for proposed development
  – Hydraulic analysis of Bancroft Creek needed for MnDNR public water permit application
  – 2.58 acres of wetland to be mitigated
  – 9 stakeholders were consulted as part of the environmental component of the project
Design for Airport Improvements at AEL

• 2007 Design for Plaza Street Road Relocation – Phase I
  – To move roadway out of future RSA and OFA
  – Required construction of clear span bridge
  – Provided for on-site mitigation of wetlands

• 2008 Design for Runway 16/34 Relocation – Phase II

• 2009 Design for Taxiway A Construction – Phase III
Plaza Street Road Relocation – Phase I

– Moved over 100,000 cubic yards of material
Plaza Street Road Relocation – Phase I

- Relocated $\frac{3}{4}$-mile of roadway
Plaza Street Road Relocation – Phase I

– Constructed 118’ long clear span bridge
Plaza Street Road Relocation – Phase I

– Planted over 5,000 native wetland plants
Runway 16/34 Relocation – Phase II

– Installed over 2 miles of storm sewer pipe and draintile
Runway 16/34 Relocation – Phase II

– Resolved drainage issues
Runway 16/34 Relocation – Phase II

- There have been over 20,000 man-hours of work spent on the project to date
Runway 16/34 Relocation – Phase II

– There have been 250,000 cubic yards of material moved during Phase II
Runway 16/34 Relocation – Phase II

– Some areas required more than 20 feet of fill to reach final grade
Runway 16/34 Relocation – Phase II

– Select material was used under pavement, less desirable material used on shoulders
Taxiway A Construction – Phase III

– New Rwy 16/34 to open in Spring 2011
– Majority of Taxiway work to take place in 2011
Future Projects at AEL

- New Arrival/Departure building
- Existing hangar relocation
- New FBO hangar