



**BOLTON
& MENK**

Real People. Real Solutions.

Letter of Intent for
Transient Apron Reconstruction
Meadow Lake Airport (FLY)

To Whom It May Concern,

The Meadow Lake Airport Association (Sponsor) has purchased property where an existing transient apron is located. With funding provided by the Federal Aviation Administration (FAA), the Sponsor will be undertaking a project to reconstruct this apron area.

In its existing condition, the apron pavement is in an increasingly poor state, pavement thickness is minimal, storm water runoff is not contained on the site, and its configuration is not conducive to apron taxi operations, facilitating larger wingspan aircraft attempting to park or taxi, or aircraft circulation on the apron. It should also be noted that Meadow Lake Airport is made up of several privately owned parcels, therefore, any improvements must be limited to the property which the Sponsor owns.

Due to availability of FAA funds at this time, the ultimate reconstruction of the apron has been split into two schedules. The schedules are generally defined as follows:

Schedule 1 includes the reconstruction of the eastern portion of the apron which will provide a similar amount of aircraft tie-down parking locations, begin to reconfigure the apron to an appropriate and more standard layout (including temporary transitions to allow access to the western area of the apron to remain in the interim), provide a location for larger wingspan aircraft to park, and provide the ultimate apron reconstruction storm water quality and detention pond.

Schedule 2 includes the reconstruction of the western half of the apron which will result in an overall reduction of pavement compared to the in-situ condition (consequently reducing the amount of runoff), provide an equivalent number of aircraft tie-down parking locations, dedicate a second parking location for larger wingspan aircraft, and enhance the taxi circulation of the apron.

The proposed grading design of the apron maintains the existing west to east drainage path, however, the apron pavement area is inverted rather than crowned or mono-sloped, which, as a result, storm water is directed to the center of the apron where a concrete valley pan is proposed to continually facilitate the movement of water to the storm water quality and detention pond at the southeast corner of the project site. The proposed storm water quality and detention pond has been sized to limit the peak release rates of the post-developed condition to the release rates of the apron in its current state.

Both the interim state (only Schedule 1 construction complete) and the ultimate state of the apron provide a larger wingspan aircraft parking location, however, aircraft tie-downs will be installed in the pavement and tie-down markings will be marked with a dashed line through the area rather limiting the spaces to purely be dedicated to these larger wingspan aircraft. Additionally, as a part of the Schedule 2 improvements, the direct access to Runway 15/33 is planned to be mitigated by removing and reconstructing existing pavement in select areas, obliterating the Compass Rose pavement marking and painting a re-aligned taxilane centerline on the existing taxilane, across the proposed pavement replacement area, through the Compass Rose apron, and do the runway holding position on Taxiway A1.

Respectfully Submitted,

Bolton & Menk, Inc.

Jake Hoban, P.E.

Aviation Project Manager | Associate

Please add a one paragraph brief discussion about the Road Impact Fee.

Please add a one paragraph brief discussion about the Drainage Basin Fee and the Bridge Fee.