



Two old passenger boarding bridges were diverted from the waste stream and modified to provide a necessary link from the work area to customs and immigration facilities during construction



A concrete pavement section was assessed and designed for the taxiway and aircraft apron areas to support new and future aircraft



A dedicated glycol sewer system was installed to capture aircraft deicing fluid and separate it from the stormwater system, where it could cause harmful effects to aquatic species

MSP Terminal 1 Concourse G Apron Reconstruction

Minneapolis-St. Paul International Airport

Metropolitan Airports Commission, Owner
TKDA, Engineering/Architecture



MCOA Award Category:

Project of the Year –
Commercial Service Airport

When the existing concrete pavement deteriorated due to its age and heavy use by widebody aircraft between Gates G9 and G12, the Metropolitan Airports Commission required an apron and taxiway reconstruction, along with new passenger boarding bridges for three gates. TKDA's integrated design and construction team provided engineering and construction administration/observation services to replace 28,000 SY of concrete pavement and install new taxiway centerline and apron lighting, deicing and fueling systems, and storm sewer. To ensure passengers could access customs and immigration facilities during construction, TKDA repurposed two old boarding bridges to form a link. Overall, extensive teamwork and coordination, precise design, and diligent construction management made it possible to maintain ongoing airport operations and complete this complex project on time, within budget, and with no safety incidents.

