



# Barrow Maintenance Facility & Airport Improvements

## MEETING NOTES

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SUBJECT:	Barrow Maintenance Facility & Airport Improvements
PROJECT NO.:	ADOT&PF Project No. 62378
GROUP:	Public and Agency Stakeholders
DATE:	Thursday, January 15, 2015
TIME:	2 to 3 p.m. for local government and user stakeholders 5 to 7 p.m. for public stakeholders
LOCATION:	North Slope Borough Assembly Chambers
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	31 people signed in
MEETING MATERIALS:	Aerial photo with concepts, comment sheets, fact sheet, sign-in sheet, slideshow presentation, NEPA process summary
STAFF PRESENT:	<i>ADOT&amp;PF:</i> Al Beck, Cristina DeMattio, Owen Coskey, Alexa Greene, Paul Karczmarczyk, Jeff Russell <i>PDC Engineers:</i> Royce Conlon, Erica Betts <i>Brooks &amp; Associates:</i> Camden Yehle <i>UMIAQ:</i> Terri Mitchell, Emily Smyth

### MEETING INFORMATION:

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Attendees were greeted at the door, asked to sign-in, and briefed on the meeting format. Two meetings were held, one meeting in the afternoon for local government and user stakeholders and one in the evening for public stakeholders. Alaska Department of Transportation and Public Facilities (ADOT&PF) project team and the consultant project team led by PDC Engineering, Inc., were present at both meetings (see list above). At each meeting Al Beck (ADOT&PF) introduced the project and the project team and Royce Conlon (PDC) made the technical presentation. Questions were answered as they arose.

The following comments, questions and the team's responses were captured by the project team at the meeting and are sorted by topic in alphabetical order. The comments and questions are in regular type, with the team responses in *italics*.

#### Ahkovak Street:

- A discussion about a low spot in Ahkovak Street and flooding caused by snow berms from the airport resulted in a brief description of the Ahkovak Street Rehabilitation project.

#### Aviation forecast:

- A commenter asked a question about how much more traffic is expected at the airport. *Al Beck (ADOT&PF) responded that it will depend on community growth and industrial development and is difficult to predict, especially with current oil prices. It was also*

*clarified that the proposed North Apron expansion and the maintenance and operations facility relocation are based on current demand and not dependent upon future increase in aviation activity.*

#### Bid process:

- *Two attendees asked if the project would be one bid package. Al Beck (ADOT&PF) answered that it would likely be split into three parts, one for the apron, one for the maintenance and operations (M&O) building foundation, and one for the M&O building.*

#### Erosion:

- *An attendee expressed concerns about infrastructure investments to the west and south of the airport because of the threat of erosion. The team acknowledged the comment, but did not provide a response at the meeting. Follow up note: At this time erosion does not appear to be a threat to the airport or access road and is not being considered in these airport improvements.*

#### Fencing:

- *An attendee asked if fencing is part of the project. Al Beck (ADOT&PF) responded that there would be an access control fence for the M&O facility. Full fencing for wildlife mitigation on the runway is planned for the future, but it will not reduce or improve public travel around the west end of the airport.*

#### Lease lots:

- *One attendee asked what the black square in the planned improvements graphic is near the proposed apron extension. Royce Conlon (PDC) showed that it was an available lease lot. Al Beck (DOT&PF) added that FAA money couldn't be used to develop lease lots.*
- *A question was asked what would happen if the U.S. Coast Guard (USCG) developed their own facilities. Royce Conlon (PDC) responded that if they were to decide to set up permanent facilities they would be responsible for the cost of those facilities. Currently the Master Plan identifies an area for a special use reserve, an intent of that area is for USCG and/or Military such as the National Guard.*

#### Maintenance and Operations (M&O) Facility:

- *Lars Nelson (Ukpeagvik Inupiat Corporation [UIC] Land Director) requested clarification on the access road location because his understanding was that UIC preferred the road to be on the property boundary. Royce Conlon (PDC) responded that she had been informed that UIC would like to have their access road on their property so they can develop both sides of the road. Owen Coskey (ADOT&PF) added that FAA funding would not be able to be used for a joint use road.*
- *Bob Mercier (North Slope Borough Search and Rescue) mentioned that he had been told that occupancy is not allowed on airport property, but this project is planning to include living quarters for search and rescue personnel. Jeff Russell (ADOT&PF) explained that the FAA only allows airport specific search and rescue to have living quarters on airport property.*

- Several people asked what would happen to the existing maintenance and operations building because it is limiting expansion of the Alaska Airlines terminal. *Royce Conlon (PDC) responded that the building could be decommissioned once all equipment and personnel are switched over to the new building. It would be decided at the time if it would be demolished or sold at fair market value. She added that as the improvements outlined in the master plan are executed, the building restriction line (BRL) can move south, effectively making existing lease lots larger and allow for building expansion.*
- One attendee was concerned about corrosion of the deicing chemical storage tanks. *Jeff Russell (ADOT&PF) stated that a non-corrosive deicing chemical would be used and stored inside the M&O building in modern corrosion-resistant tanks. Only about 200 gallons of the chemical solution are used per year. Jeff added that he tested runoff from the runway and there was an insignificant amount of deicing chemicals.*
- A question was asked whether an expansion of the existing road to the backup power plant and could be used as the runway access road for the M&O facility. *Royce Conlon (PDC) explained there were two reasons that the existing road is not ideal for the main runway access. One reason was that the existing road is narrow and curves around existing buildings, which would reduce the response time of emergency personnel from the M&O building in the case of an emergency. The other reason was that buildings other than the emergency power generation building (allowed because of its function) need to be a least 850 feet away from the runway.*

#### Material sites:

- One person asked if the project would use up the remainder of the ADOT&PF material site. *Royce Conlon (PDC) responded that estimates show the project would use about half of the remaining material.*
- One person expressed concerns about vibrations from blasting during material extraction and construction affecting community structures and infrastructure. He requested notice of when blasting would occur. *The team acknowledged the comment.*
- A question was asked if ADOT&PF is investigating other material sites. *Royce Conlon (PDC) responded that they are looking at three other material sites south and east of Barrow. Lars Nelson (UIC) added that the UIC gravel site is between sites B and C as shown on the graphics and that ADOT&PF was talking with UIC about use of this material source.*
- One person suggested grading the ADOT&PF gravel site as a bike park for kids. *Al Beck (ADOT&PF) acknowledged this was a good idea, but reiterated that FAA funds can only be used for aviation purposes. Royce added that land use within the approach surface of the airport could not be used for public gatherings do to safety concerns.*

#### Southside access:

- Lars Nelson (UIC) requested that ADOT&FP Look into creating a public right of way around the west end of the airport. *Royce Conlon (PDC) explained that is difficult to add other components, like creating a right of way easement, to an FAA funded project. Owen Coskey (ADOT&PF) asked what the name of the existing road is. Lars answered that it has no name but it connects to Freshwater Lake Road. Royce asked if the lack of*

*right of way is currently limiting south side access. Lars responded that it is not, but feels that extension of utilities to the south side could be hindered without a dedicated right of way to put them in.*

Utilities:

- A commenter asked how utilities would be brought to the south side of the airport to supply the new facility. Royce Conlon (PDC) responded that for now, *holding tanks are planned for water and sewage. Bringing natural gas to the south side of the airport is key to the affordability of operating the new M&O building. Natural gas would be used for heat and possibly power. The team is working with the Borough and BUEIC to find funding to run a gas line to the south side of the Barrow airport. An attendee added that the gas leaving the gas field has been cleaned and could be used.*

The following comment sheet was submitted after the meeting.

- Parking for AK air services [Alaska Airlines] is always the largest concern. The need for more space is evident everyday in every flight. Knock down and relocate your blue building across the street for parking purposes. The people moving in and out of the building are always in danger when crossing so many vehicles parked in front of the AK air building by running in confined spaces. That being said, children are most at risk of injury or worse because you cannot see them in between running vehicles. *DOT&PF recognizes the congestion and crowded nature of parking near the Alaska Airlines terminal, but cannot designate how leaseholders handle their lease holdings and operations. Any improvements would have to be addressed by Alaska Airlines, however this project does provide the opportunity for additional lease area on the airside for expansion should Alaska Airlines choose to do so.*

The following email comments were submitted near the date of the meeting. Any emphasis is the commenter's own.

- Good Morning,

I was hoping you could help me with some project information regarding the Maintenance and Operations Combined Facility and Improvements project. I was wondering if you knew of any budget information available for this and when its response due date is?

Thanks in advance for your help! *The project is in design phase. Watch the DOT&PF bid calendar at [http://www.dot.state.ak.us/apps/contracts?ACTION=TENTAD&REGION\\_CODE=N&esp=0](http://www.dot.state.ak.us/apps/contracts?ACTION=TENTAD&REGION_CODE=N&esp=0) to watch for the project to come up on the Tentative Bid Calendar for Northern Region DOT.*

- I would hope that the Barrow Airport would have IMPROVED the baggage claim area first. When that facility was under construction the residents of Barrow were most concerned that our airport has NO CONVEYOR BELT and that we the residents have to work really hard in retrieving our luggage, basically doing the baggage claim jobs of your employees. *We understand that you are concerned about the baggage claim area of the Alaska Airlines terminal. Addressing this is outside of what the Barrow Maintenance Facility & Airport Improvements project can address because the Alaska*

*Airlines terminal is a private leaseholder facility. Leaseholders control when and how to upgrade or enlarge facilities, if lease lot space is available.*

- Good morning,  
My coworker completed a form, but I don't think he submitted it, so it's attached.

My personal concern: DOT should not be focusing their attention on the apron. Their new M&O facility may serve a purpose to how many employees? 3? And none of them are actual residents of the North Slope?

There isn't adequate space for a passenger airport, either in the building or in the parking lot. I think it's selfish for the DOT to only focus on their needs in this expansion.

*Thank you for your comments. I presumably you are referring to the Alaska Airlines facility in your concerns about space for the passenger terminal. Both the Alaska Airlines terminal and the parking closest to the terminal is on Alaska Airline's lease lot and any improvements there would have to be addressed by Alaska Airlines, what this project does is provide the opportunity for additional lease area on the airside for expansion should Alaska Airlines choose to do so.*

*To address your other questions, the purpose of the new M&O facility is to house airport crash, fire and rescue equipment and personnel, sand storage, deicing chemical storage, and other maintenance and operations equipment. The services this facility provides are necessary for the entire airport's operations.*

*I have forwarded your comments and those of your co-worker to the project team.*

- My name is Ross Wilhelm, I work for UIC construction, one of their superintendents here locally, I had attended the presentation today on coming projected projects, I tried to get into the website this evening, the website that was giving to me appears to be wrong, the one I received was <http://dot.alaska.gov/nreg/barrowaip>, is this correct, if not what are the chances of you sending me the one I can access to. *The website is still under development. I'll be sure to send you an email when the site is up and running.*

**Table 1. Meeting Outreach**

Date	Outreach method	Description
12/24/2014	Letter mailed to official stakeholders	A letter was mailed to all governmental, tribal, and agency officials to invite them to the afternoon meeting
12/29/2014	Postcard mailer	Inviting the public to the meeting
1/1/2015	State of Alaska Online Notice	Inviting the public to the meeting
1/1/2015	Display advertising in <i>Arctic Sounder</i>	Inviting the public to the meeting
1/5/2015 1/14/2015	Constant Contact email and reminder	Provide email invitation to the meeting to project stakeholders
1/5/2015	Facebook ad campaign	Facebook ad campaign inviting people to the

		public meeting and referring them to the project website
1/5/2015	Facebook ad	Advertised the meeting to Facebook users in the Barrow area
1/6/2015	Public service announcement request sent to GCI, KBRW-FM, and KBRW-AM	Sent with request to broadcast announcement inviting public to meeting
1/13/2015	Fliers	Fliers with meeting information were hung around town, including at the Alaska Airlines terminal
1/15/2015	Twitter	Tweet on the ADOT&PF feed inviting people to the public meeting

**Related documents on file:**

- Aerial Graphics with Concepts
- Comment Sheet
- Display Advertising
- Fact Sheet
- Letter to agency stakeholders
- Mailing List
- NEPA process board
- Postcard Mailer
- Presentation
- Public Service Announcements
- Sign in Sheets