
APPENDIX D

Scoping and Agency Coordination

Barrow Maintenance Facility & Airport Improvements



AKSAS Project No. 62378

The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a public meeting on a proposed Maintenance and Operations (M&O) Combined Facility and Improvements at the Barrow Airport outlined in the recently completed Barrow Airport Master Plan. The new combined maintenance facility will be located on the south side of the airport. The facility will include an Aircraft Rescue and Firefighting facility, Snow Removal Equipment Building, heated sand storage, deicing chemical storage, dispensing vehicle and other associated chemical handling equipment, and living quarters for ADOT&PF airport personnel. The M&O facility will be placed on a gravel pad connected with a two-lane access road to be constructed with this project.

The North Apron Expansion includes extending the north apron to the south; this generally occurs on the existing apron embankment, but moves the taxiway centerline south 20 feet to allow clearance for aircraft to pass while Jets are parked on the apron. Additionally the north apron will be extended to the east by approximately 400 feet. Both projects will be funded by the Federal Aviation Administration and State of Alaska.



For more information contact:

Anne Brooks
Public Involvement Specialist
Toll free: 1-866-535-1877
E-mail: comments.brooksalaska@gmail.com

PUBLIC MEETING

WHEN: **Thursday**
January 15, 2015
5-7 pm

*Team presentation
begins at 6 pm*

WHERE: North Slope Borough
Assembly Chambers
1274 Agvik Street, Barrow

Refreshments will be provided.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvirts/titlevi.shtml.

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508

**Barrow Maintenance
Facility & Airport
Improvements**

*Public Meeting
Thurs., January 15, 2015*

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Barrow Maintenance Facility & Airport Improvements

AKSAS Project Nos. 61435, 61706, and 62378

FACT SHEET

Project Description

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O)

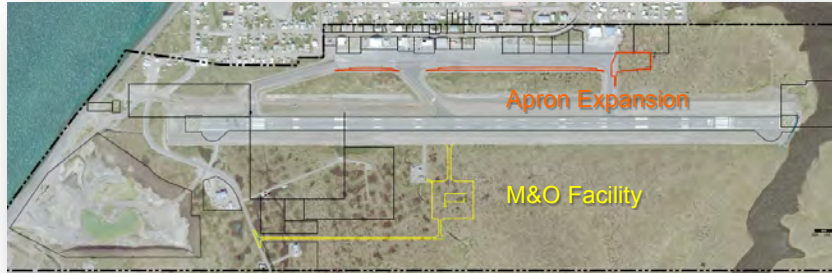


Figure 1 Proposed Action Detail

infrastructure at the Wiley Post/Will Rogers Memorial Airport in Barrow, Alaska.

The proposed action is shown in Figure 2 (see back page). The project consists of:

- Extend the north airport apron to the south (apron expansion is necessary due to safety concerns, FAA standards and space issues).
- Extend the north airport apron to the east.
- Construct a gravel pad for a new M&O combined facility on the south side of the runway. This pad size was determined by design engineers to be optimal for M&O's sand storage and connex storage needs, equipment mobility, and building footprint.
- Construct new M&O combined facility including:
 - An Aircraft Rescue and Firefighting (ARFF) facility.
 - Snow Removal Equipment Building (SREB).
 - A heated sand storage facility.
 - Deicing chemical storage facility capable of accommodating a 1500-gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment.
 - Living quarters for ADOT&PF airport personnel.
 - Security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system.
- Adequate material for these projects is available in the existing material site within Airport property.

Public comment and input will be accepted and considered throughout the planning process.

Project Schedule

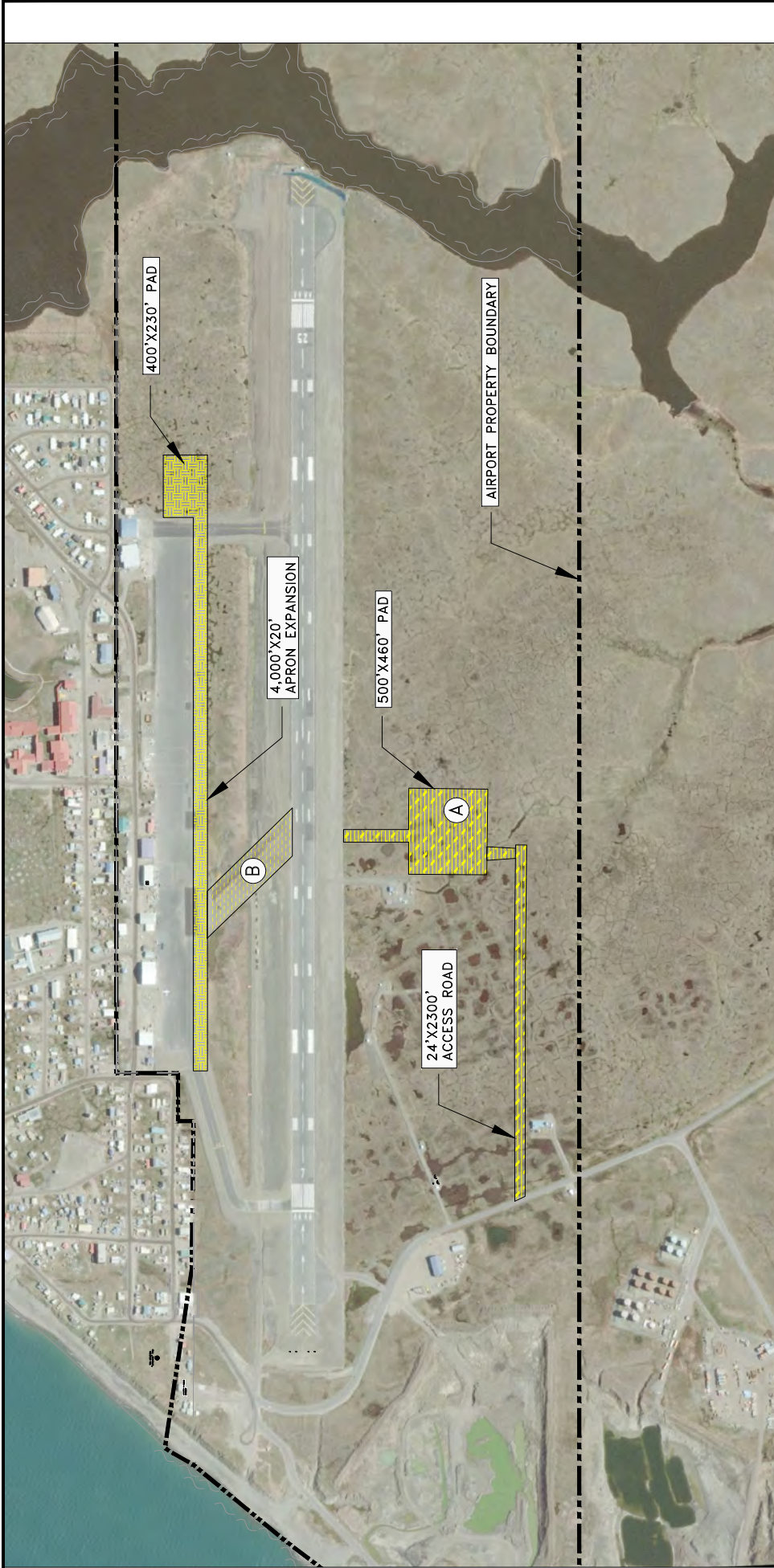
The following table shows team work products and schedule.

Deliverable	Schedule	Status
Environmental Field Work	August 2014	Complete
Design Surveying / Field Investigations	August 2014	Complete
Concept Design (5%)	October 2014	Complete
Preliminary Plans-in-Hand Review	March 2015	On schedule
Draft Environmental Document	May 2015	On schedule
Final Plans, Specifications, & Estimates Submittal (100%)	July 2015	On schedule

For more information contact:

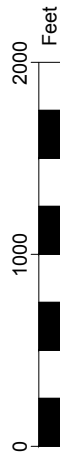
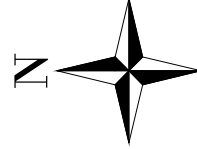
Anne Brooks, P.E.
Public Involvement Coordinator
Brooks & Associates
Tel: (907) 272-1877
E-mail: anne.brooksalaska@gmail.com

Christopher Johnston, P.E.
Engineering Manager
ADOT&PF Northern Region
Tel: (907) 451-2322
E-mail: chris.johnston@alaska.gov





NOTES:

1. THIS REPRESENTS REFINEMENT OF THE DESIGN FROM THE 10/29/2014 SCOPING LETTER.
2. DIMENSIONS SHOWN ARE APPROXIMATE AND WILL BE REFINED THROUGH THE ENVIRONMENTAL AND DESIGN PROCESS.



GRAPHIC SCALE

LEGEND

-  MAINTENANCE & OPERATIONS COMBINED FACILITY
-  APRON EXPANSION
- (A)** APPROXIMATE LOCATION OF 500'x460' PAD AND 44'x450' RUNWAY ACCESS ROAD FOR PROPOSED M&O FACILITY.
- (B)** REMOVE TAXIWAY B UNDER APRON EXPANSION PROJECT.

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION	
WILEY POST/WILL ROGERS MEMORIAL AIRPORT (BARROW AIRPORT) APRON EXPANSION AND MAINTENANCE & OPERATIONS COMBINED FACILITY	
AKSAS Project No: 61435, 61706, 62378	FIGURE 1
Date: DECEMBER 2014	



Barrow Maintenance Facility & Airport Improvements

MEETING NOTES

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&PF:</i> Al Beck, Cristina DeMattio, Owen Coskey, Alexa Greene, Paul Karczmarczyk, Jeff Russell <i>PDC Engineers:</i> Royce Conlon, Erica Betts <i>Brooks & Associates:</i> Camden Yehle <i>UMIAQ:</i> Terri Mitchell, Emily Smyth

MEETING INFORMATION:

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®ION_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



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

NORTHERN REGION
Design and Engineering Services
Preliminary Design and Environmental

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
TDD: 907-451-2363
Fax: 907-451-5126

October 29, 2014

Dear Agency Contact:

Re: Barrow Airport Apron Expansion Maintenance & Operations Combined Facility
Project No.: Federal Number Pending/61435, 61706, 62378
Subject: Request for Scoping Comments

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/Will Rogers Memorial Airport in Barrow, Alaska. The project area and associated material sites are located in United States Geological Survey Barrow Quadrangle (Figure 1).

- Airport Property: Umiat Meridian T22N, R18W, Sec 4-8
- Proposed material site A: Umiat Meridian T22N, R18W, Sec 4, 5, & 9
- Proposed material site B: Umiat Meridian, T22N, R18W, Sec 28-32
Also, Umiat Meridian T22N, R19W, Sec 25 & 26
- Proposed material site C: Umiat Meridian T21N, R17W, Sec 1,2,11-14
Also, Umiat Meridian T21N, R16W, Sec 7, 17-21, 28-29

We request your comment on the Proposed Action, particularly in regard to potential impacts to resources under your jurisdiction. The DOT&PF seeks to meet the requirements of The National Environmental Policy Act (NEPA) which requires an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed project. The enclosure summarizes preliminary research results for your review. Based on agency and public input, and additional engineering evaluations, DOT&PF's goal is to refine the project scope and identify issues of concern.

Purpose and Need

The recently completed the Barrow Airport Master Plan identified deficiencies in the existing airport infrastructure, as well as future needs. Increased enplanements are forecasted in the airport master plan. Additional enplanements would generate more apron congestion and increase maintenance needs which will accentuate the current deficiencies as well as require storage for additional maintenance equipment. The proposed work is identified in the master plan as needed near term improvements.

The apron and taxi lane on the north side of the runway in their current configuration do not provide sufficient wingtip clearance for two 737 aircraft to pass, causing restricted jet operations. The existing apron is congested during periods of heavy use, and does not have the frontage for additional lease lots needed to support future use.

The current Barrow Airport M&O building, built in 1992 and expanded in 1998, is undersized for the airport's current and anticipated needs. The building was not designed for the larger ARFF and snow removal equipment and material storage requirements now needed for this airport. The current location of the M&O facility on the airport apron is fully developed and space is not available to modify the existing facility to meet near term needs. Currently, there is no heated sand storage building and the sand that is used for the runway is stored outside in bags and rotated in and out of the heated Airport M&O Building. The airport does not have a facility to properly store the deicing chemical and associated equipment in accordance with recent EPA regulation changes. The existing ARFF/SREB facility does not have sufficient space to house all of the equipment necessary. The new facility on the south side of the runway would provide space for sand, deicing chemical, and equipment for near-term needs as well as space for future expansion.

Proposed Action

The proposed action is shown on attached Figure 2. The proposed work would include:


- Extend the north airport apron 60 feet to the south.
- Extend the north airport apron 400 feet to the east.
- Construct an approximately 400 foot by 500 foot gravel pad for a new M&O combined facility on the south side of the runway.
- Construct new M&O combined facility including: an Aircraft Rescue and Firefighting (ARFF) facility; Snow Removal Equipment Building (SREB); a heated sand storage facility; deicing chemical storage facility capable of accommodating a 1500 gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment; and living quarters for DOT&PF airport personnel. These facilities may be combined as a single structure or constructed as multiple structures.
- Construct security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system. Two alternative routes are being considered.

The proposed improvements may require the development of new material sites. The current Barrow Airport material site has been used for several decades and although it has usable material remaining, it may require supplementing from other material sites to meet the needs of the proposed improvements. The existing commercial material sources in Barrow are also limited in remaining material quantity and when airport needs are combined with other community development material needs, may not be sufficient. The exploration and development of new material sites will allow for pre-development scoping and permitting, while making available usable material from existing sites. Development of new material sites will also be vital for future and unforeseen gravel needs for both DOT&PF and the community of Barrow.

Construction is expected to begin in the summer of 2015.

Please return comments by November 30, 2014 to the address above or via email to owen.coskey@alaska.gov. If you have any questions please contact Christopher F. Johnston, P.E., Engineering Manager, at (907) 451-2322, or you can contact me directly by phone at (907) 451-2238.

Sincerely,


for Brett Nelson
Regional Environmental Manager

oac/jms

Enclosures: Appendix A – Preliminary Research Results
 Figure 1: Location & Vicinity Map
 Figure 2: Proposed Action
 Figure 3: Wetlands
 Figure 4: Eider Sightings

Distribution List: Arctic Slope Native Association, Ltd
 Arctic Slope Regional Corporation
 Inupiat Community of the Arctic Slope
 Native Village of Barrow Inupiat Traditional Government
 Ukpeagvik Inupiat Corporation
 City of Barrow
 North Slope Borough Planning Commission
 North Slope Borough Inupiat History, Language, and Culture Commission
 Alaska Department of Environmental Conservation
 Alaska Department of Fish and Game
 Alaska Department of Natural Resources State Historic Preservation Officer
 Federal Aviation Administration
 National Park Service
 Transportation Security Administration/Department of Homeland Security
 US Army Corps of Engineers
 US Department of Interior, Bureau of Land Management
 US Fish and Wildlife Service
 US Coast Guard

Appendix A - Preliminary Research Results

Essential Fish Habitat

A search of the Alaska Department of Fish and Game (ADF&G) online Anadromous Waters Catalog found one water body in the proposed project vicinity listed as anadromous waters. Ikroavik Lake is listed as Anadromous Waters and is within 2 miles of Proposed Material Sites A and B.

October 27, 2014- <http://www.adfg.alaska.gov/sf/SARR/AWC/index.cfm?ADFG=maps.interactive>

Hazardous Materials, Pollution Prevention, and Solid Waste

A search of the ADEC Contaminated Sites Databases found contaminant releases and spills near the project, but none within the potential area of disturbance for the proposed improvements.

October 27, 2014- http://www.dec.state.ak.us/spar/csp/db_search.htm

Historical, Architectural, Archeological, and Cultural Resources

A cultural resources survey was conducted by the Office of History and Archaeology. Seven AHRS sites were identified within the Airport Property Boundary, but only one is near the preliminary Area of Potential Effect. Section 106 Initiation and Consultation letters will be sent to the State Historic Preservation Office (SHPO) and consulting parties.

Parks, Refuges, and Critical Habitat Areas

A search of the ADF&G Department of Wildlife Conservation website revealed there are no state refuges, critical habitat areas, or sanctuaries in the proposed project vicinity-

October 27, 2014- <http://www.adfg.alaska.gov/index.cfm?adfg=protectedareas.locator>

Threatened and Endangered Species

A review of the US Fish and Wildlife Service (USFWS) Information, Planning, and Conservation System (IPaC) website (<http://eco.fws.gov/ipac/>) on October 28, 2014 did not identify any threatened or endangered species critical habitat located in the general vicinity of the project. However, the project is within an area containing ranges of species that should be considered in an effects analysis for the project. These species are the threatened polar bear (*Ursus maritimus*), Spectacled Eider (*Somateria fischeri*), and Steller's Eider (*Polysticta stelleri*). Eider surveys were completed for the years 2004-2008 as a part of the Barrow Airport Master Plan. No eider nests have been noted in the research area, but eider pairs had been observed during the survey

years. Figure 4 shows exact areas they were observed. Consultation will be conducted to confirm that no threatened and endangered species or critical habitat would be impacted by this project.

Water Quality

The ADEC has delineated a drinking water protection area for the Barrow Community which overlaps the project area. Community water comes from a lagoon situated east of airport property. A search of ADEC data revealed no impaired water bodies within the project area. Consultation will be conducted to confirm that there will be no impaired water bodies within the project area.

October 27, 2104- <http://dec.alaska.gov/das/GIS/apps.htm>

Wetlands

A search of the USFWS National Wetlands Inventory (NWI) mapper showed extensive wetlands in and around the project area. Wetlands are shown on the attached Figure 3, and the table below summarizes impacts for each project portion.

	Approximate Acres
Apron Expansion	7
M&O Facility Pad & Road	10
Material Site A	120
Material Site B	960
Material Site C	1700

October 27, 2014- <http://www.fws.gov/wetlands/data/mapper.HTML>

Wild and Scenic Rivers

A search of the Wild and Scenic Rivers database revealed there are no rivers classified as Wild and Scenic near the project area.

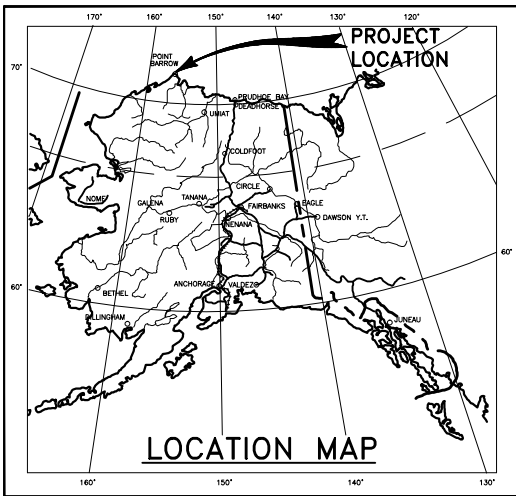
October 27, 2014- <http://www.rivers.gov/rivers/maps/alaska-150.pdf>

Wildlife

No wildlife impacts are anticipated.

Noise

A draft report done by HDR, Inc. recorded current noise levels at the proposed project location at an average of approximately 60 decibels of the period between September 2012 and January 2013. The highest daily noise levels recorded were at 74 decibels. Noise monitors near the Alaska Airlines facility recorded an average of approximately 75 decibels, with high daily sound levels up to 90 decibels.



PROJECT SITE

- Barrow Airport: Umiat Meridian T22N, R18W, Sec 4-8
- Material Site A: Umiat Meridian T22N, R18W, Sec 4, 5, 9
- Material Site B: Umiat Meridian T22N, R18W, Sec 28-32
Umiat Meridian T22N, R19W, Sec 25 & 26
- Material Site C: Umiat Meridian T21N, R17W, Sec 1, 2, 11-14
Umiat Meridian T21N, R16W, Sec 7, 17-21, 28-29

VICINITY MAP

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

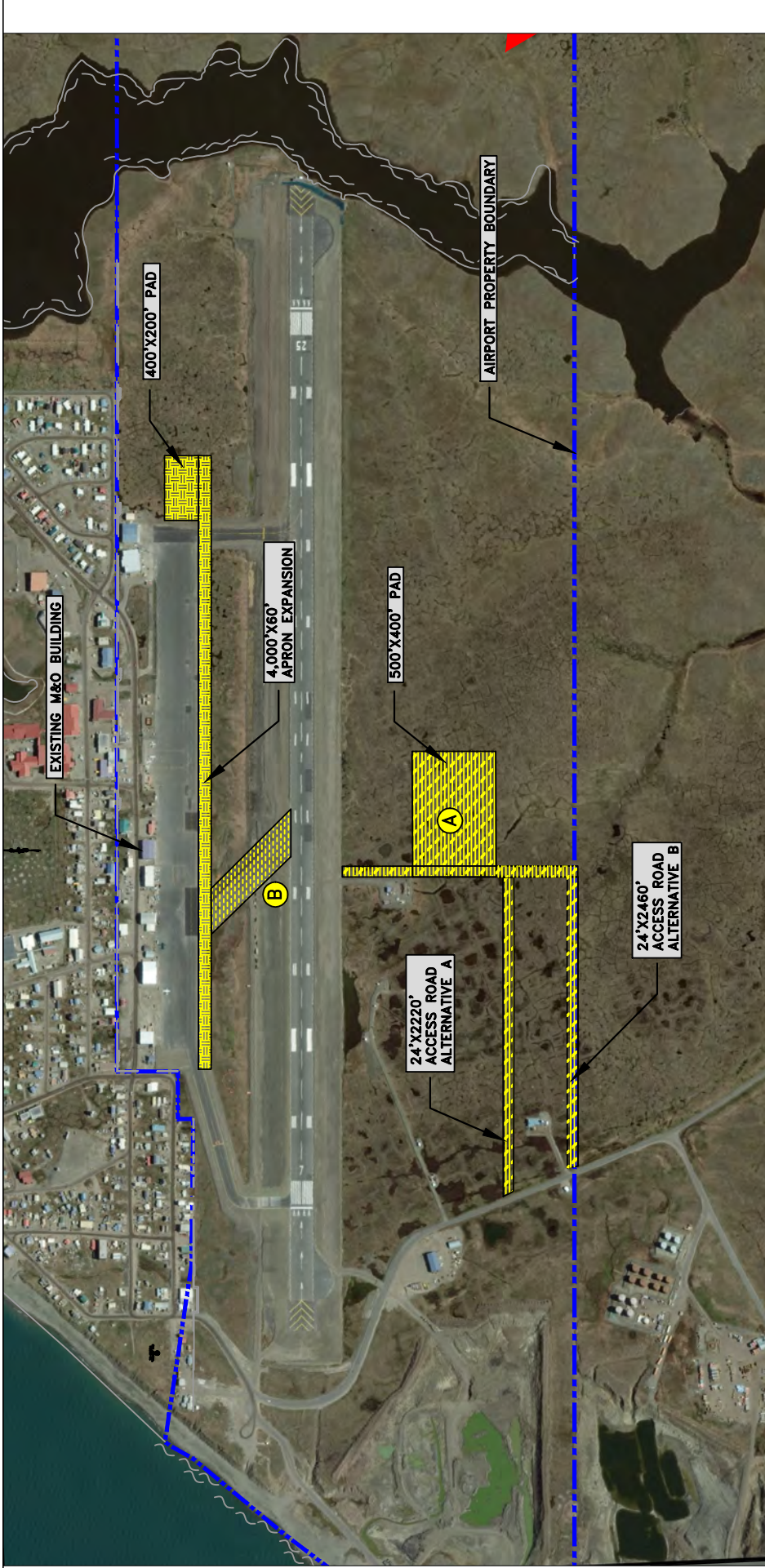
**WILEY POST/WILL ROGERS MEMORIAL AIRPORT
(BARROW AIRPORT)
Apron Expansion and Maintenance &
Operations Combined Facility**

AKSAS Project No: 61435, 61706, 62378

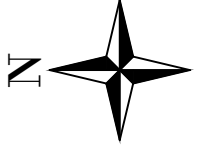
Date: October 2014

FIGURE

1



GRAPHIC SCALE



SITE PLAN

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION	
WILEY POST/WILL ROGERS MEMORIAL AIRPORT (BARROW AIRPORT) Apron Expansion and Maintenance & Operations Combined Facility	
AKSAS Project No: 61435, 61706, 62378	FIGURE 2
Date: October 2014	

MAINTENANCE & OPERATIONS COMBINED FACILITY
APRON EXPANSION
(A) APPROXIMATE LOCATION OF 500'X400' PAD AND 24'X450' RUNWAY ACCESS ROAD FOR PROPOSED M&O FACILITY.
(B) REMOVE TAXIWAY B UNDER APRON EXPANSION PROJECT.



NWI Wetland Classification

- L1UBH
- MTUBL
- MZUSP
- PEM1/SS1B
- PEM1B
- PEM1C
- PEM1C:PEM1/SS1B
- PEM1Cx
- PEM1F
- PEM1F:PEM1/SS1B
- PUBCx
- PUBH
- U



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

BARROW APRON EXPANSION

Barrow, Alaska

February 12, 2013

Figure 3



Survey Years 2004-2008

- Eider Sighting

* Data from 2004-2008 Annual Survey Reports by ABR, Inc. for the ADOT Barrow Runway and Apron Paving project

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



BARROW APRON EXPANSION

Barrow, Alaska

February 12, 2013

Figure 4

APPENDIX E

Section 106 Correspondence

Coskey, Owen A (DOT)

From: Nelson, Brett D (DOT)
Sent: Tuesday, January 27, 2015 2:51 PM
To: Coskey, Owen A (DOT); Gamza, Thomas A (DOT)
Cc: Johnston, Christopher F (DOT)
Subject: FW: Wiley Post/Will Rogers Memorial Airport in Barrow, Project Initiation, #61435, #61706, and #62378

From: Duvall, Shina A (DNR)
Sent: Tuesday, January 27, 2015 2:47 PM
To: Nelson, Brett D (DOT)
Subject: Wiley Post/Will Rogers Memorial Airport in Barrow, Project Initiation, #61435, #61706, and #62378

Dear Brett,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence on December 23, 2014. We have assigned this project RevComp ID: 2015-00046. Following our review of the documentation provided in the initiation letter, we have no objections to the level of effort proposed for identification at this time. We do recommend that the area of potential effects (APE) be defined in a way that allows for full consideration of potential effects to the known cultural resources in the project area, and especially the known areas of burials / grave sites. We look forward to receiving the results of the cultural resources identification and evaluation of the project area as well as DOT&PF's determinations and findings for this undertaking and will respond with our concurrence at that time.

Thank you for sending a Section 106 consultation initiation letter to our office. Please let me know if you have any additional questions.

Best regards,
Shina

Shina duVall, RPA
Archaeologist, Review and Compliance Coordinator
Alaska State Historic Preservation Office / Office of History and Archaeology
550 W. 7th Ave., Suite 1310
Anchorage, Alaska 99501
907-269-8720 (phone) 907-269-8908 (fax)
shina.duvall@alaska.gov



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

NORTHERN REGION
Design and Engineering Services

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2238
TDD: 907-451-2363
Fax: 907-451-5126

In Reply Refer To:
Federal Number Pending/ 61435, 61706, 62378
Initiation of Section 106 Consultation

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/Will Rogers Memorial Airport in Barrow, Alaska. The project area and associated material sites are located in United States Geological Survey Barrow Quadrangle 63:360 Barrow B-4 (Figure 1).

- Airport Property: Umiat Meridian T22N, R18W, Sec 4-8

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Project Description

The proposed action is shown on attached Figure 1. The project consists of:

- Extend the north airport apron 60 feet to the south.
- Extend the north airport apron 400 feet to the east.
- Construct an approximately 400 foot by 500 foot gravel pad for a new M&O combined facility on the south side of the runway. This pad size was determined by design engineers to be optimal for M&O's sand storage and connex storage needs, equipment mobility, and building footprint.
- Construct new M&O combined facility including: an Aircraft Rescue and Firefighting (ARFF) facility; Snow Removal Equipment Building (SREB); a heated sand storage facility; deicing chemical storage facility capable of accommodating a 1500 gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment; and living quarters for DOT&PF airport personnel. These facilities may be combined as a single structure or constructed as multiple structures.
- Construct security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system. Two alternative routes are being considered.

"Keep Alaska Moving through service and infrastructure."

The proposed improvements will use the existing M&O material site or other existing commercial material sites. The M&O material site is located immediately to the west of the runway and on airport property. The Agency Scoping Letter for this project dated October 29, 2014 asked for comments on three proposed new material sites (Project#: Federal Number Pending/61435,61706,62378). Since that time DOT&PF determined new material sites should not be required for this project. Any future projects requiring new material site development will be put through the 106 process for full review at that time.

Construction is expected to begin in the summer of 2015.

The DOT&PF is unsure of the full range of alternatives at this point as the project is still in the early stages of design and development.

Study Area

The study area includes the Wiley Post/Will Rogers Memorial Airport property and boundaries. The boundary of the study area includes the project site, immediate surroundings, and the M&O material site to the west of the runway. The study area is entirely within airport property. A Cultural Resource Investigations report was prepared for this area in February of 2013 as part of a different DOT project. The February 2013 survey encompassed the entirety of the initial study area for this project.

An Area of Potential Effect (APE) will be refined and established after comments are received from your agency and other consulting parties.

Identification Efforts

Review of the Alaska Historic Resource Survey database and a review of the Office of History and Archaeology Report Number #147: Cultural Resource Investigations of the Barrow Wiley Post-Will Rogers Memorial Airport, ADOT&PF Project #61435 identified the following AHRS sites within the preliminary APE: following: BAR-00035 (Paleontological Site), BAR-00039(Burials), BAR-00040 (Burials), BAR-00061(NWS Barrow Employee Housing-1957), BAR-00062 (NWS Barrow Modular House B-5-1970), BAR-00063(NWS Barrow Upper Atmosphere Facility-1955), BAR-00064(NWS Barrow Garage/Shop-1976), BAR-00065(NWS Barrow Weather Service Office-1964), and BAR-00087 (Grave Site). BAR-00061, BAR-00062, BAR-00063, BAR-00064 have had formal determinations of eligibility submitted. None of the sites were found to be eligible for the National Register of Historic Places. Once the final APE is determined any AHRS sites that may be impacted by the proposed activities will be addressed. BAR-00087 is located within the boundary of the existing DOT&PF material site. The DOT&PF is aware of this, and has created a buffer around the grave. There is currently no excavation near the gravesite, and no plans to excavate around the gravesite in the future.

Consulting Parties

- Native Village of Barrow Inupiat Traditional Government
- North Slope Borough Inupiat History, Language, and Culture Commission
- Arctic Slope Regional Corporation
- Arctic Slope Native Association, Ltd
- Ukpeagvik Inupiat Corporation
- City of Barrow

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-451-2238, or by e-mail at brett.nelson@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Brett Nelson
Regional Environmental Manager

Enclosures:

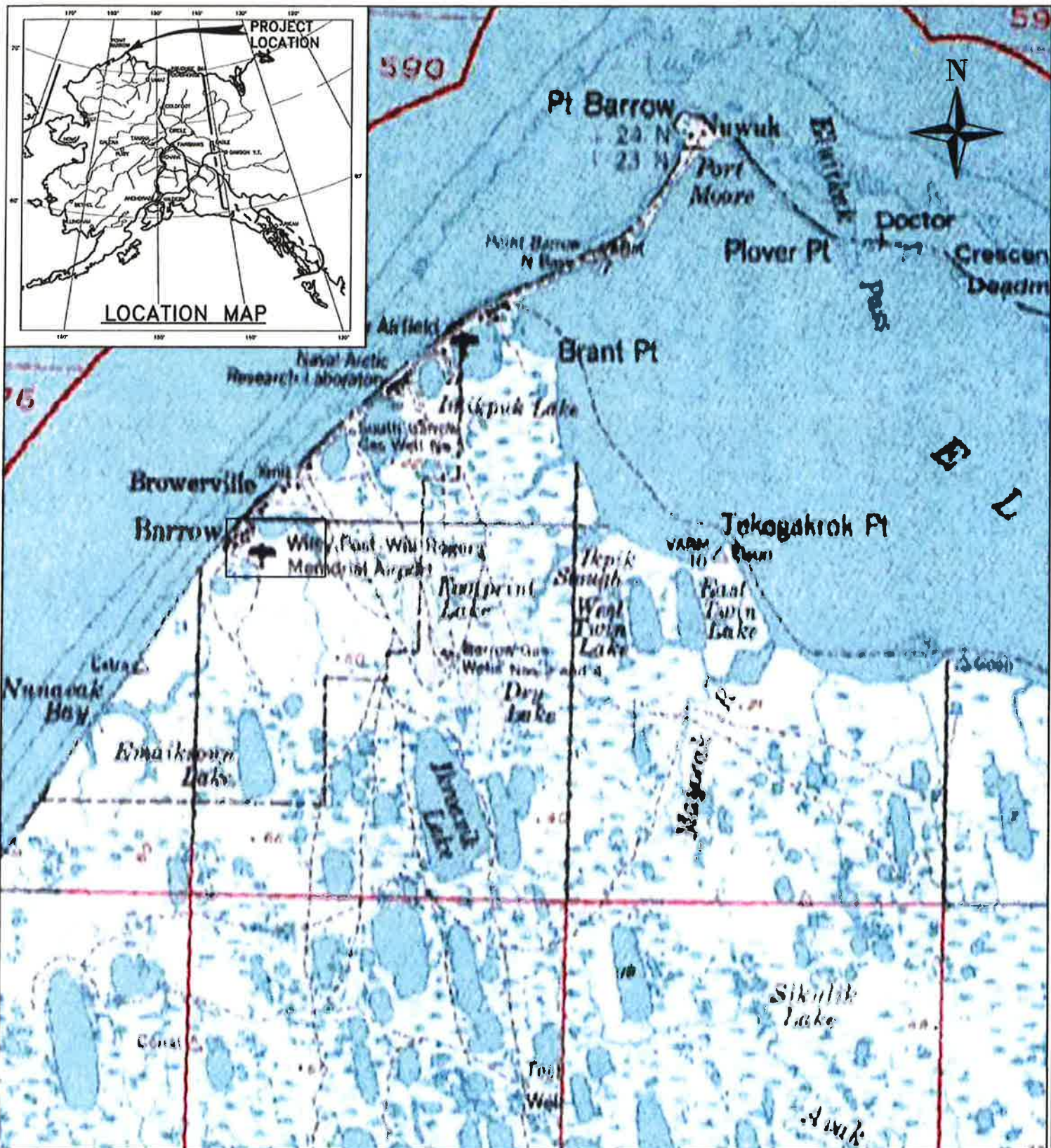
- Figure 1: Location and Vicinity Map
- Figure 2: Proposed Project Area and Material Site

cc w/ enclosures:

Thomas Gamza, DOT&PF, Northern Region Environmental Analyst
Kathy Price, DOT&PF, Cultural Resources Specialist
Taralyn Stone, FAA Environmental Protection Specialist

cc w/o enclosures:

Owen Coskey, DOT&PF Northern Region Environmental Analyst
Chris Johnston P.E, DOT&PF Northern Region Project Manager



BARROW LOCATION AND VICINITY MAP

PROJECT SITE

Barrow Airport: Umiat Meridian T22N, R18W, Sec 4-8

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

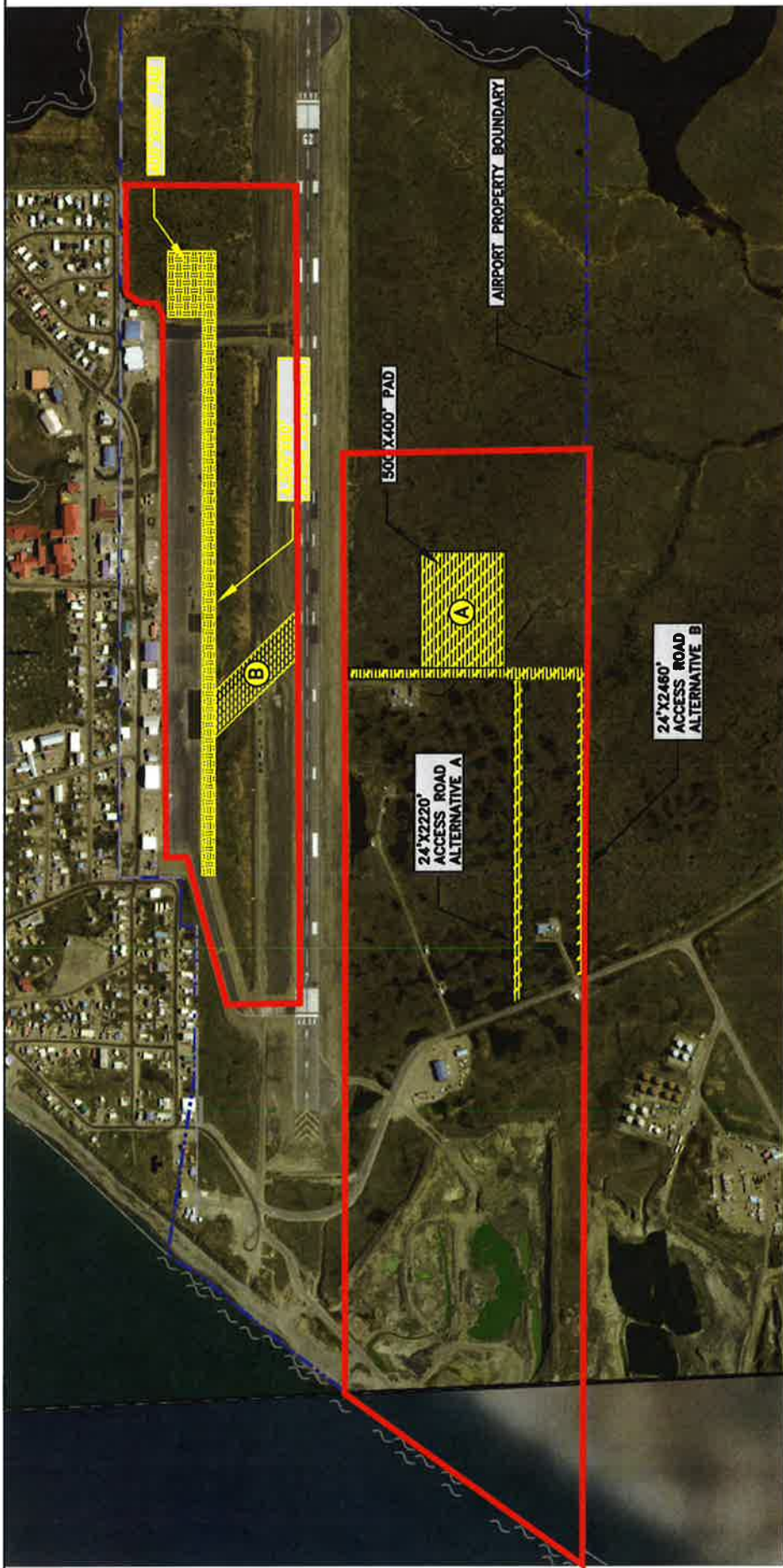
**WILEY POST/WILL ROGERS MEMORIAL AIRPORT
(BARROW AIRPORT)
Apron Expansion and Maintenance &
Operations Combined Facility**

AKSAS Project No: 61435, 61706, 62378

Date: October 2014

FIGURE






1



GRAPHIC SCALE



LEGEND

-  MAINTENANCE & OPERATIONS COMBINED FACILITY
-  APRON EXPANSION
-  (A) APPROXIMATE LOCATION OF 500'X400' PAD AND 24'X450' RUNWAY ACCESS ROAD FOR PROPOSED M&O FACILITY.
-  (B) REMOVE TAXIWAY B UNDER APRON EXPANSION PROJECT.
-  PRELIMINARY AREA OF POTENTIAL EFFECT

PRELIMINARY AREA OF POTENTIAL EFFECT

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION	
WILEY POST/WILL ROGERS MEMORIAL AIRPORT (BARROW AIRPORT) Apron Expansion and Maintenance & Operations Combined Facility	
AKSAS Project No: 61435, 61706, 62378	FIGURE 2
Date: DECEMBER 2014	

APPENDIX F

ESA Section 7 Consultation



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

NORTHERN REGION
Design and Engineering Services
Preliminary Design and Environmental

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
TDD: 907-451-2363
Fax: 907-451-5126

February 23, 2015

Mr. Ted Swem
Branch Chief
Endangered Species Office
101 12th Avenue, Room 110
Fairbanks, AK 99701

Re: Barrow Maintenance Facility & Airport Improvements (North Apron Expansion)
Project No. 61974 & 61435
Subject: Initiation of Section 7 Consultation

Dear Mr. Swem:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/ Will Rogers Memorial Airport in Barrow, Alaska. See Figure 1 for Location and Vicinity map. A scoping letter was sent to your office October 29, 2014.

Per the National Environmental Policy Act, DOT&PF is preparing an environmental document in support of the project, including agency coordination.

For purposes of the Endangered Species Act, we are initiating this consultation to confirm that his project is not likely to adversely affect listed species or critical habitat.

Proposed Action

The proposed M&O Facility will be located on a 400 x 500 foot gravel pad on the south side of the runway, with an access road to the runway and from Emaiksoun (Freshwater Lake) Road. The M&O Facility will include an Aircraft Rescue and Firefighting (ARFF) facility as well as a Snow Removal Equipment Building (SREB), deicing chemical storage, and living quarters for DOT&PF emergency response personnel.

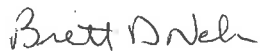
"Keep Alaska Moving through service and infrastructure."

Civil work for the apron expansion consists of extending the apron on the north side of the airport approximately 400 feet to the east to support the development of a new lease lot and widening the apron to provide wingtip clearance between parked aircraft and aircraft on the taxiway south of the apron. Because the apron already has a wide unpaved shoulder, additional embankment is not needed to accomplish the widening. Instead, the existing shoulder will be reconstructed and paved to accommodate airplane loads. The taxiway centerline will be moved 20 feet south, and the existing edge lights will be relocated.

The project area does not contain any threatened and endangered species critical habitat, but is in an area known to contain the threatened Polar bear (*Ursus maritimus*), Spectacled eider (*Somateria fischeri*), and Steller's eider (*Polysticta stelleri*). Eider surveys were completed for the years 2004-2008 as a part of the Barrow Airport Master Plan. No eider nests have been noted in the research area, but eider pairs have been observed during the survey years. Figure 2 shows the areas they were observed.

If you have questions or comments related to the proposed project I can be reached at the address by telephone at 907-451-2238, or by email at brett.nelson@alaska.gov. Your timely concurrence is greatly appreciated.

Sincerely,



Brett Nelson
Regional Environmental Manager

Enclosures:

Figure 1: Location and Vicinity Map

Figure 2: Survey Years 2004 – 2008 Eider Sightings

cc: Owen Coskey, DOT&PF Northern Region Environmental Analyst
Chris Johnston P.E, DOT&PF Northern Region Project Manager

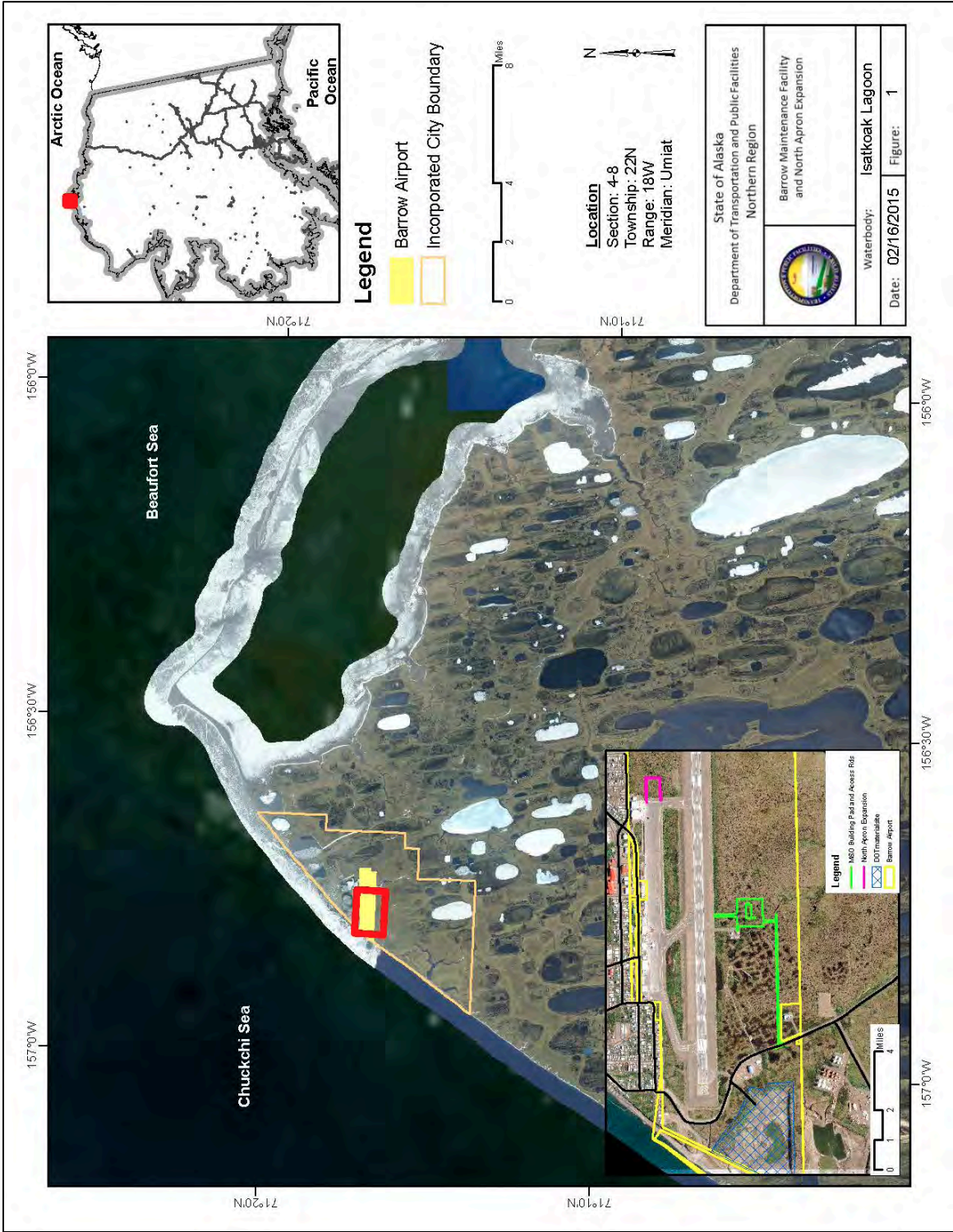


Figure 1: Location and Vicinity Map



<p>Survey Years 2004-2008</p> <ul style="list-style-type: none"> ● Eider Sighting <p><small>* Data from 2004-2008 Annual Survey Reports by ABR, Inc. for the ADOT Barrow Runway and Apron Paving project</small></p>		 <p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</p>		<p>Barrow Maintenance Facility and North Apron Expansion</p>	
				Barrow, Alaska	
				2/18/2015	
				Figure 2	

Figure 2: Survey Years 2004 – 2008 Eider Sighting

APPENDIX G

Environmental Impact Categories: Non-Issues

Appendix G

Environmental Impact Categories: Non-issues

The following categories have been determined to be non-issued for this project. These categories do not warrant discussion because there is no potential for impact.

- Air Quality
- Coastal Resources
- Department of Transportation Act: Section 4(f)
- Farmlands
- Floodplains
- Light Emissions and Visual Impacts
- Wild and Scenic Rivers

1. Air Quality

The Barrow Airport is located in an attainment area, and according to FAA Order 1050.1E, further analysis is normally not required where emissions do not exceed general conformity thresholds. According to the FAA's *Airport Environmental Handbook*, no air quality analysis is needed if the annual levels of activity in a proposed study area are fewer than 1.3 million passengers and fewer than 180,000 operations, or if it is a general aviation airport with fewer than 180,000 annual operations forecast (Section 47(e)(5)(c)(1)). Current activity at Barrow, and activity forecasted in the AMP, is well below 180,000 operations, therefore no air quality analysis was necessary during the AMP process. The proposed action will not cause an increase in aviation activity and therefore will have no potential for impacting air quality permanently. Construction-related air quality impacts are addressed in Section 6.3 of this Environmental Assessment.

2. Coastal Resources

The Alaska Coastal Management Program (ACMP) expired by operation of Alaska Statutes 44.66.020 and 44.66.030 on June 30, 2011. As a result the ACMP was withdrawn from the National Coastal Management Program on July 1, 2011, and Alaska no longer has a Coastal Zone Management Act (CZMA) program.

3. Department of Transportation Act: Section 4(f)

There are no 4(f) resources in the project area. The proposed project would not affect any publicly owned park, recreation area, or significant historic site. No legislatively designated special areas, such as state game refuges, sanctuaries, or critical habitat areas are located in the project vicinity.

4. Farmlands

No prime or unique farmlands of local importance are located in Alaska or in the project area (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/ak/soils/surveys/?cid=nrcs142p2_035988).

5. Floodplains

Most of Barrow is susceptible to flooding, but the airport property is one of the few sections of town high enough that it does not flood. The 100-year storm event is estimated to reach 12 feet above sea level. The Airport property is 48 feet at the high point of the apron embankment, sloping eastward to Isatkoak Lagoon which has a surface elevation of 16 feet. This project will not impact floodplains or be impacted by flooding.

6. Light Emissions and Visual Impacts

While the Barrow airport has remained in its current location since its construction, residences and businesses have encroached on the airport property. No changes are proposed for the airfield lighting that would increase the visual impacts to the surrounding properties.

7. Wild and Scenic Rivers

No Wild and Scenic Rivers are located near the project area (<http://www.rivers.gov/alaska.php>).

APPENDIX H

Draft EA Public and Agency Coordination

Email Announcement

Newspaper Publications

Meeting Announcements

Meeting Handouts

Meeting Notes

Sign-In Sheets

Comment and Response Summary

Email Announcement



Camden Yehle <camden.brooksalaska@gmail.com>

Barrow Ahkovak Street and Airport Improvements - Public Meeting July 9

Anne Brooks <anne.brooksalaska@gmail.com>

Thu, Jun 25, 2015 at 4:07 PM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com



The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a public meeting to discuss two Barrow projects:

- Ahkovak Street Upgrade & Resurfacing - AKSAS Project Number 60460, Federal Project Number 0002275
- Barrow Maintenance Facility & Airport Improvements - AKSAS Project Numbers 62378, 61706 and 61435

Teams from both projects will be available at the meeting to answer questions and receive feedback.

Joint Public Meeting

When: Thursday, July 9, 2015, 5 to 7 p.m.

Stop by anytime to review and comment about the Barrow Airport project. There will be a presentation about the Ahkovak Street Upgrade at 6 p.m.

Where: North Slope Borough Assembly Chambers, 1274 Agvik Street Barrow
Refreshments will be provided.

Ahkovak Street Upgrade & Resurfacing Project includes:

- Paving Ahkovak from Kiogak Street to Okpik Street
- Improving drainage
- Replacing or Installing culvert on Okpik Street near Barrow High

More information is available at http://dot.alaska.gov/projects-status/wrapper.cfm?project_id=60333. ADOT&PF will be accepting comments on this project from June 24 through July 26.

Barrow Maintenance Facility & Airport Improvements include:

- New Maintenance and Operations (M&O) Combined Facility
- New Chemical Storage Building
- North apron expansion

The draft environmental document is posted for public review on the project website at <http://dot.alaska.gov/nreg/barrowaip/documents.shtml>. Comments must be

submitted by July 26, 2015. Stakeholders may request a formal public hearing; that request must be made by July 26, 2015. Construction on the first phase of the M&O facility is anticipated to begin in late 2016.

For additional information or to make a comment contact:

Anne Brooks, Public Involvement Coordinator

Brooks & Associates

1704 Rogers Park Court

Toll free: 1-907-535-1877

Email: comments.brooksalaska@gmail.com

Christopher Johnston, Engineering Manager

Alaska Department of Transportation and Public Facilities

Phone: 907-451-2322

Email: chris.johnston@alaska.gov

These projects have been developed in accordance with Section 106 of the National Historic Preservation Act Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Coastal Zone Management Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

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Brooks and Associates | 1704 Rogers Park Court | Anchorage | AK | 99508



Camden Yehle <camden.brooksalaska@gmail.com>

Reminder: Barrow Ahkovak Street and Airport Improvements - Public Meeting July 9

Anne Brooks <anne.brooksalaska@gmail.com>
 Reply-To: comments.brooksalaska@gmail.com
 To: camden.brooksalaska@gmail.com

Wed, Jul 8, 2015 at 8:02 AM



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For additional information or to make a comment contact:

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
1704 Rogers Park Court
Toll free: 1-907-535-1877
Email: comments.brooksalaska@gmail.com

Christopher Johnston, Engineering Manager
Alaska Department of Transportation and Public Facilities
Phone: 907-451-2322
Email: chris.johnston@alaska.gov

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Brooks and Associates | 1704 Rogers Park Court | Anchorage | AK | 99508

Newspaper Publications



CASE/PO/AIO: Brooks & Associates Project #3925.11
 AD# or identifier: Public meeting Ahkovak Street Upgrade &
 Resurfacing, Barrow Maintenance Facility & Airport Improvements

REMIT TO: Alaska Media, LLC
 P.O. Box 241582
 Anchorage, AK 99524
 Ph: (907) 770-0836
 Fax: (907) 770-0822

INVOICE(S): 13717, 13766

AFFIDAVIT OF PUBLICATION

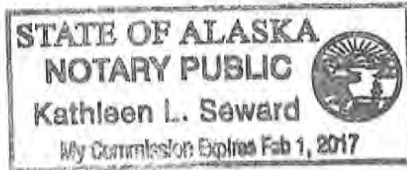
UNITED STATES OF AMERICA
 STATE OF ALASKA, THIRD DISTRICT BEFORE ME, THE
 UNDERSIGNED, A NOTARY PUBLIC, THIS DAY PERSONALLY
 APPEARED Chris Kolerok WHO, BEING FIRST DULY
 SWORN, ACCORDING TO LAW, SAYS THAT HE IS Business
 Manager OF The Arctic Sounder PUBLISHED AT 500 W
 International Airport Rd, Ste F, Anchorage, AK, IN SAID
 THIRD DISTRICT AND STATE OF ALASKA AND THAT THE
 ADVERTISEMENT, OF WHICH THE ANNEXED OR ATTACHED
 IS A TRUE COPY, WHICH WAS PUBLISHED IN SAID
 PUBLICATION 6/25/15 AND THEREAFTER FOR
 A TOTAL OF 2 CONSECUTIVE ISSUE(S), THE LAST
 PUBLICATION APPEARING ON
7/2/15

ATTACH PROOF OF PUBLICATION HERE

CHRIS KOLEROK
 BUSINESS MANAGER

SUBSCRIBED AND SWORN BEFORE ME THIS 2nd
 day of July, 2015

KATHLEEN L SEWARD
 NOTARY PUBLIC STATE OF ALASKA
 MY COMMISSION EXPIRES ON FEBRUARY 1, 2017



Nine endangered whales found dead in Alaska waters

BY YERETH ROSEN
Alaska Dispatch News

At least nine fin whales have been found dead in recent weeks in southern Alaska waters, and researchers with the National Oceanic and Atmospheric Administration and University of Alaska Fairbanks are attempting to find out what killed them.

"We rarely see more than one fin whale carcass every couple of years," said Kate Wynne, a UAF professor and Alaska Sea Grant marine mammal specialist, and the recent rash of dead whale discoveries is "mysterious."

According to a release from UAF, the first of the whales was reportedly spotted on May 23 by crew members aboard the state ferry Kennicott, which travels between Bellingham, Wash., and ports in Southeast and Southcentral Alaska.

Over the next two weeks, boaters, fishermen and pilots reported other dead whales floating in the area, the UAF release said. Those reports, and the photos submitted with them, led Wynne and her NOAA colleagues to conclude that "at least nine fin whales died in a relatively small area," the release said.

For now, the "go-to answer" to questions about the deaths is a harmful algal bloom,

said Brer Witteveen, a UAF Sea Grant marine mammal specialist working with Wynne on the investigation.

"It's definitely a suspect," she said in a telephone interview. But pinpointing the cause of death for the marine mammals could be difficult, "even if we have evidence of a harmful algal bloom," she said.

"We honestly don't know," she said. "We probably won't ever get a definitive answer."

Fin whales are massive, growing to more than 70 feet long as adults and weighing 45 tons, making them the second-largest whale species, according to NOAA. They migrate every summer to Alaska waters, including the Gulf of Alaska, Prince William Sound and the Chukchi Sea, and filter the tiny fish they eat through the baleen in their mouths.

They travel and feed in tight groups, behavior that supports the idea that the whales encountered something toxic at the same time in May, the UAF release said.

The whales were reportedly discovered from Kodiak Island in the Gulf of Alaska to Unimak Pass, which is located near the eastern end of the Aleutian Islands and western tip of the Alaska Peninsula.

A couple of the dead whales wound up on beaches, Witteveen said. She and Wynne were able to get samples from one of those whales, she said, but another beached car-

case was carried away by the night's tide before samples could be retrieved.

The single whale that they were able to examine had no obvious injuries and had a thick layer of blubber, a sign of good body condition, Witteveen said.

"It was a really healthy animal; there weren't any obvious signs of cause of death," she said.

The samples were sent to a lab for analysis, and Witteveen said she expects results within a couple of weeks.

Fin whales are endangered, and little is known about the details of their migration patterns or even their total numbers, Witteveen said.

The loss of nine whales is probably not significant from a population standpoint, "but it is enough to raise a concern that something unusual, something out of the ordinary is happening," she said.

The researchers are planning to fly over the eastern side of the Kodiak Archipelago, where most of the dead whales have been found, to look for additional carcasses or signs of algal blooms and to take water samples, Witteveen said.

Warmer-than-normal waters are among the factors that scientists have linked to harmful algal blooms.

Sea-surface temperatures in the Gulf of

Alaska are running 0.9 to 3.6 degrees above average, said Jason Ahsenmacher of the National Weather Service in Anchorage.

Meanwhile, several dead walrus and hundreds of dead seabirds have been discovered in an Alaska Peninsula region about 300 miles southwest of Kodiak Island, federal officials report.

About 25 walrus carcasses were found near Izembek National Wildlife Refuge, an unexpected occurrence in an area where walrus trappings are rare, said U.S. Fish and Wildlife Service spokeswoman Andrea Medeiros.

"You don't usually see large mortality events in that area," she said.

Law enforcement agents with Fish and Wildlife are investigating the walrus deaths to determine whether they might have been human-caused, Medeiros said.

In the same general area, carcasses of hundreds of seabirds and a dead whale were also found, she said. "I don't know if there's a connection or not," she said.

A dead humpback whale was found in the same area as the fin whales, but was determined to have been killed by an orca, Witteveen said.

Officials are asking members of the public to report and photograph any other dead animals that may seem unusual.

NOAA announces more than \$25 million in grants for fishing

For the Arctic Sounder

NOAA is announcing more than \$25 million in recommended funding for 88 projects under the 2014-2015 Saltonstall-Kennedy Grant Program. This is the most significant amount of funding ever granted by NOAA under this decades-old program. "NOAA is committed to helping communities become more resilient environmen-

tally as well as economically," said NOAA Administrator Kathryn Sullivan, Ph.D. "These awards will create jobs, increase economic opportunities for fishing communities, improve the kinds of data and observations we collect about the health of our nation's fisheries and oceans, and make sound investments in mitigating future risk."

This year's recommended projects fall

into four broad categories:

- Maximizing fishing opportunities,
- Improving key fisheries observations,
- Increasing the quality and quantity of domestic seafood, and
- Improving fishery information from U.S. territories.

"With projects in every region of the country and in U.S. territories, these grants underscore that communities have different goals and needs across the country and they all have something significant to bring to the table as far as their approach to research and project development," said Eileen Sobek, assistant NOAA administrator for fisheries. "The grants we are recommending touch every aspect of marine research including socioeconomics, fishing gear and bycatch, aquaculture, fisheries management and the effects of climate."

Established in 1954, the Saltonstall-

Kennedy grants program is designed to address the needs of fishing communities, optimize economic benefits by building and maintaining sustainable fisheries, and increase other opportunities to keep working waterfronts viable.

As in past years, the competition for funding was robust. The agency received 279 applications from state and local governments, the private sector, non-governmental organizations, and academia, totaling more than \$76 million in requests. Proposals underwent extensive and rigorous technical review, both within the agency and by an external constituent panel, before final agency review, resulting in the list of recommended projects.

"These grants once again underscore NOAA Fisheries' commitment to addressing the needs of our fishing communities," said Sobek.

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The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a public meeting to discuss two Barrow projects:

- ◆ Ahkovak Street Upgrade & Resurfacing, and
- ◆ Barrow Maintenance Facility & Airport Improvements.

Teams from both projects will be available at the meeting to answer questions and receive feedback.

Barrow Maintenance Facility & Airport Improvements include:
AKSAS Project Nos. 62378, 61706 and 61435

- ◆ New Maintenance and Operations (M&O) Combined Facility
- ◆ New Chemical Storage Building
- ◆ North apron expansion

Ahkovak Street Upgrade & Resurfacing Project includes:
AKSAS Project No. 60460; Federal Project No. 0002275

- ◆ Paving Ahkovak from Klogak Street to Okpik Street
- ◆ Improving drainage
- ◆ Replacing or installing culvert on Okpik Street near Barrow High

More information is available at http://dot.alaska.gov/projects-status/wrapper.cfm?project_id=60333. ADOT&PF will be accepting comments on this project from June 24 through July 26.

For more information contact:
Anne Brooks, Public Involvement Coordinator
Phone: 1-866-535-1877, E-mail: comments.brooks@alaska.gov
Christopher Johnston, Engineering Manager
Phone: 907-451-2322, E-mail: chris.johnston@alaska.gov

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tv_statement.shtml. To file a complaint go to: dot.alaska.gov/civrtv/titlesv.html.

Public Meeting
Thursday
July 9, 2015
5 to 7 pm

Stop by anytime to review and comment about the Barrow Airport project. There will be a presentation about the Ahkovak Street Upgrade at 6 pm.

North Slope Borough Assembly Chambers
1274 Agvik Street
Barrow

Refreshments will be provided.

Meeting Announcements

Notice of public meeting for Barrow road and airport projects

The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a public meeting to discuss two Barrow projects:

- Ahkovak Street Upgrade & Resurfacing, and
- Barrow Maintenance Facility & Airport Improvements.

Teams from both projects will be available at the meeting to answer questions and receive feedback.

Public Meeting

When: Thursday, July 9, 5 to 7 p.m.

Stop by anytime to review and comment about the Barrow Airport project. There will be a presentation about the Ahkovak Street Upgrade at 6 p.m.

Where: North Slope Borough Assembly Chambers, 1274 Agvik Street, Barrow, Alaska

Refreshments will be provided.

Ahkovak Street Upgrade & Resurfacing Project includes:

- Paving Ahkovak from Kiogak Street to Okpik Street
- Improving drainage
- Replacing or Installing culvert on Okpik Street near Barrow High

More information is available at http://dot.alaska.gov/projects-status/wrapper.cfm?project_id=60333. ADOT&PF will be accepting comments on this project from June 24 through July 26.

Barrow Maintenance Facility & Airport Improvements include:

- New Maintenance and Operations (M&O) Combined Facility
- New Chemical Storage Building
- North apron expansion

The draft environmental document is posted for public review on the project website <http://dot.alaska.gov/nreg/barrowaip/documents.shtml>. Comments must be submitted by July 26, 2015. Stakeholders may request a formal public hearing; that request must be made by July 26, 2015. Construction on the first phase of the M&O facility is anticipated to begin in late 2016.

For more information contact:

Anne Brooks

Public Involvement Coordinator

Toll free: 1-866-535-1877

comments.brooksalaska@gmail.com

Christopher Johnston

Engineering Manager

907-451-2322

chris.johnston@alaska.gov

These projects have been developed in accordance with Section 106 of the National Historic Preservation Act Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Coastal Zone Management Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

ADOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml. ADOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this event should contact Anne Brooks at (866) 535-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.

Attachments, History, Details

Attachments

None

Revision History

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Modified 6/25/2015 3:38:40 PM by elhess
Modified 6/25/2015 3:40:37 PM by elhess
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Details

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Sub-Category:
Location(s): Statewide
Project/Regulation #:

Publish Date: 6/25/2015
Archive Date: 7/10/2015

Events/Deadlines:

For more information contact:

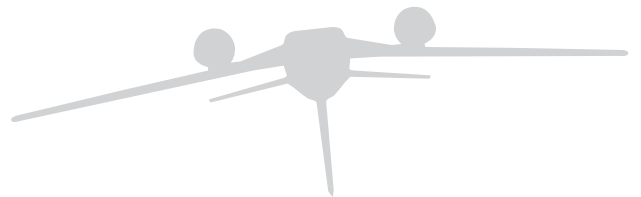
Anne Brooks
Public Involvement Coordinator
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**Barrow Maintenance
Ahkvak Street
Upgrade &
Resurfacing Project**

**Facility & Airport
Improvements**

Public Meeting
Thurs., July 9, 2015, 7 pm

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508

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The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a public meeting to discuss two Barrow projects:

- ◆ Ahkovak Street Upgrade & Resurfacing, and
- ◆ Barrow Maintenance Facility & Airport Improvements.

Teams from both projects will be available at the meeting to answer questions and receive feedback.



Barrow Maintenance Facility & Airport Improvements

AKSAS Project Nos. 62378, 61706 and 61435

Barrow Maintenance Facility & Airport Improvements include:

- ◆ New Maintenance and Operations (M&O) Combined Facility
- ◆ New Chemical Storage Building
- ◆ North apron expansion

PUBLIC MEETING

WHEN: **Thursday
July 9, 2015
5-7 pm**

Stop by anytime to review and comment about the Barrow Airport project. There will be a presentation about the Ahkovak Street Upgrade at 6 p.m.

WHERE: North Slope Borough
Assembly Chambers
1274 Agvik Street, Barrow

Refreshments will be provided.



Ahkovak Street Upgrade & Resurfacing Project includes:

AKSAS Project No. 60460; Federal Project No. 0002275

Ahkovak Street Upgrade & Resurfacing Project includes:

- ◆ Paving Ahkovak from Kiogak Street to Okpik Street
- ◆ Improving drainage
- ◆ Replacing or Installing culvert on Okpik Street near Barrow High

More information is available at http://dot.alaska.gov/projects-status/wrapper.cfm?project_id=60333.

ADOT&PF will be accepting comments on this project from June 24 through July 26.





Barrow Maintenance Facility & Airport Improvements

AKSAS Project Numbers 62378, 61706 and 61435

Ahkovak Street Upgrade & Resurfacing Project

AKSAS Project Number 60460, Federal Project Number 0002275

PUBLIC MEETING

WHEN: Thursday July 9, 2015, 5-7 pm

Stop by anytime to review and comment about the Barrow Airport project. There will be a presentation about the Ahkovak Street Upgrade at 6 p.m.

**WHERE: North Slope Borough Assembly Chambers,
1274 Agvik Street, Barrow**

For more information contact:

Anne Brooks Public Involvement Specialist, Toll free phone: 1-866-535-1877

Email: comments.brooksalaska@gmail.com



For Immediate Release
Contact: Anne Brooks, Public Involvement Coordinator
Toll Free Telephone: 1-866-535-1877
Email: comments.brooksalaska@gmail.com

PUBLIC SERVICE ANNOUNCEMENT

BARROW PROJECTS

BARROW, ALASKA

30 SECOND SPOT

(Barrow, Alaska) – The Alaska Department of Transportation and Public Facilities (ADOT&PF) invites you to a joint public meeting on the Ahkovak Street Upgrade and Resurfacing project and the proposed Maintenance Facility and Airport Improvements project. The meeting will be Thursday, July 9th, between 5 and 7 p.m. with a presentation about Ahkovak Street at 6 p.m. at the North Slope Borough Assembly Chambers, which is at 1274 Agvik Street in Barrow. Teams from both projects will be available at the meeting to answer questions and receive feedback. For more information call Anne Brooks toll free at 866-535-1877.

###

The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving through service and infrastructure.*”

Meeting Handouts

Barrow Maintenance Facility & Airport Improvements

AKSAS Project Nos. 61435, 61706, and 62378

FACT SHEET

Project Description

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/Will Rogers Memorial Airport in Barrow, Alaska.

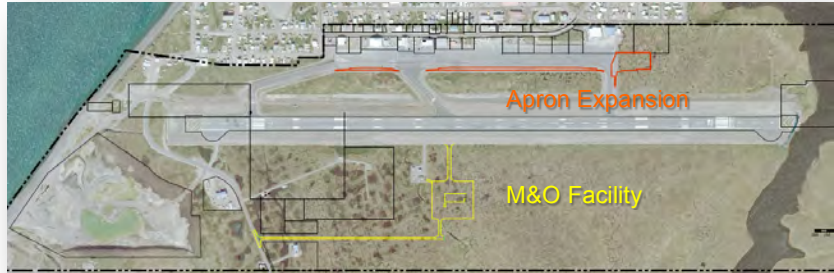


Figure 1 Proposed Action Detail

The proposed action is shown in Figure 2 (see back page). The project consists of:

- Extend the north airport apron to the south (apron expansion is necessary due to safety concerns, FAA standards and space issues).
- Extend the north airport apron to the east.
- Construct a gravel pad for a new M&O combined facility on the south side of the runway. This pad size was determined by design engineers to be optimal for M&O's sand storage and connex storage needs, equipment mobility, and building footprint.
- Construct new M&O combined facility including:
 - An Aircraft Rescue and Firefighting (ARFF) facility.
 - Snow Removal Equipment Building (SREB).
 - A heated sand storage facility.
 - Deicing chemical storage facility capable of accommodating a 1500-gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment.
 - Living quarters for ADOT&PF airport personnel.
 - Security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system.
- Adequate material for these projects is available in the existing material site within Airport property.

Public comment and input will be accepted and considered throughout the planning process.

Project Schedule

Deliverable	Schedule	Status
Environmental Field Work	August 2014	Complete
Design Surveying / Field Investigations	August 2014	
Concept Design (5%)	October 2014	
Preliminary Plans-in-Hand Review	March 2015	
Draft Environmental Document	May 2015	
Final Plans, Specifications, & Estimates Submittal (100%)	July 2015	On schedule
M&O Facility Construction*	Summer 2016	
North Apron Construction*	Summer 2018	

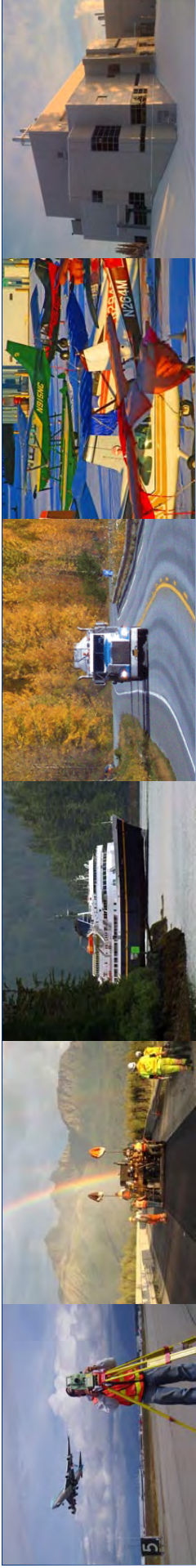
*Based on availability of funding.

For more information contact:

Anne Brooks, P.E.
 Public Involvement Coordinator
 Brooks & Associates
 Tel: (907) 272-1877
 E-mail: anne.brooksalaska@gmail.com

Christopher Johnston, P.E.
 Engineering Manager
 ADOT&PF Northern Region
 Tel: (907) 451-2322
 E-mail: chris.johnston@alaska.gov





Barrow Maintenance Facility & Airport Improvements

- Project Purpose:
 - Provide adequate space for maintenance and operations (M&O) equipment, sand and deicing chemical storage
 - Extend the north apron to the south to accommodate wingtip clearance and eastward to provide access to new lease lots
- Purpose of environmental assessment:
 - To evaluate possible impacts directly and indirectly caused by the proposed airport improvements
 - Obtain environmental approvals to move forward



Environmental Assessment

- **Environmental impacts evaluated through:**
 - Public Coordination, two public meetings
 - Local & Tribal Government Reviews
 - Consultation with Agencies
 - Comparison to FAA Impact Thresholds
 - Gathered Field Data



Barrow Maintenance Facility & Airport Improvements – Environmental Assessment



Category	Environmental Impacts of Proposed Action
Compatible Land Use	<p>The proposed action is compatible with existing zoning and land use and is aligned with the 2015 Barrow Comprehensive Plan.</p>
Construction Impacts	<ul style="list-style-type: none"> • Short-term air quality impacts (construction vehicle emissions and dust). • Water quality may be temporarily impacted from ground disturbance, erosion, and storm water runoff. • Normal construction noise anticipated.
Subsistence, Fish, Wildlife, and Plants	<ul style="list-style-type: none"> • Loss of 32.15 acres of freshwater wetland habitat. • On-tundra construction will avoid the bird nesting window (June 1 to July 31). • Wetland mitigation detailed in Section 6.12.3 of the environmental assessment will mitigate loss of habitat for threatened Steller's and spectacled eiders.
Hazardous Materials, Pollution Prevention, and Solid Waste	<ul style="list-style-type: none"> • Hazardous waste generation at the proposed M&O facility will remain the same. • Solid waste may be generated after DOT&PF relinquishes ownership of the existing M&O facility.

Impact Analysis

Environmental Impacts of Proposed Action

Historical, Architectural, Archaeological, and Cultural Resources

No historic properties are expected to be affected.

Natural Resources and Energy Supply

The new M&O facility would be powered by diesel generators until the natural gas line can be extended.

Noise

- No long-term effect is expected.
- Normal construction noise anticipated.

Socioeconomic Impacts, Environmental Justice, and Children’s Health and Safety Risks

- Supports the sustainability of airport operations, which residents rely on.

Water Quality

- No changes in water quality are anticipated.
- Short-term impacts to water quality may occur during construction.
- Airport operators are responsible for all aircraft deicing and discharge.

Wetlands

The proposed action would directly impact approximately 32.15 acres of wetlands.

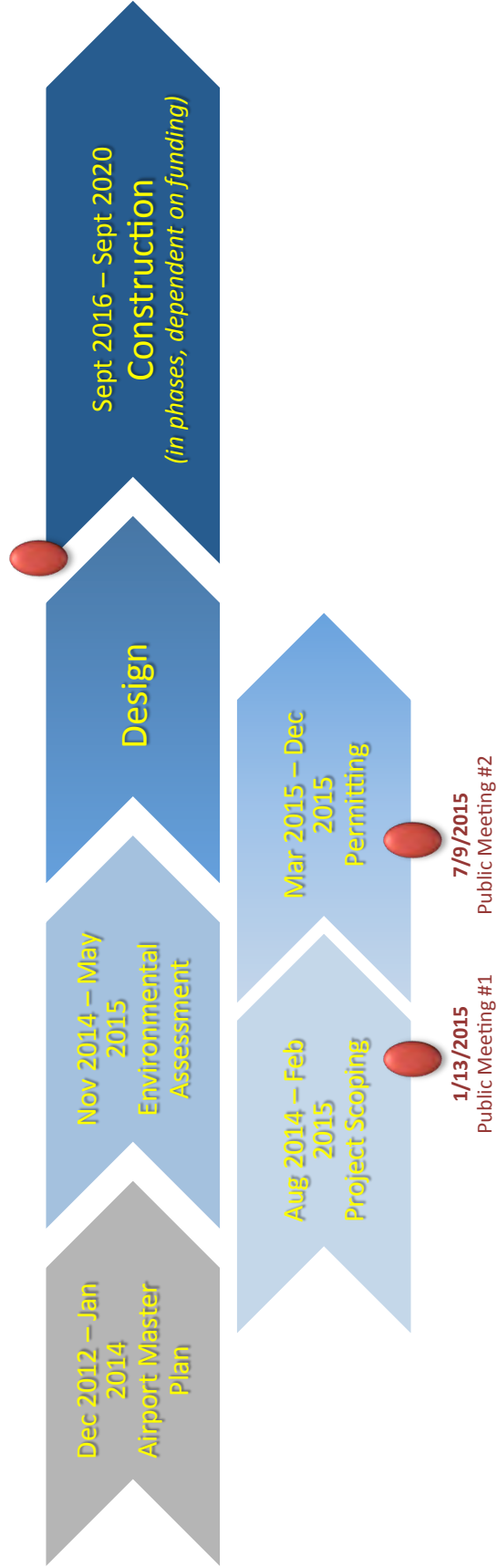
Frequently Asked Questions

Category	Comment	Response
Erosion	There was concern about erosion threats to infrastructure on the west and south of the airport.	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.
Lease Lots	There were many comments about crowding at the Alaska Airline terminal.	All improvements to private lease lots must be made by the lessee. However, as the improvements outlined in the airport master plan are executed, the building restriction line can move south, effectively making existing lease lots larger and allowing for building expansion.
Maintenance and Operations Facility	Several people asked what would happen to the existing maintenance and operations building.	The building could be decommissioned once all equipment and personnel are switched over to the new building. It would be decided at that time if it would be demolished or sold at fair market value.
Southside Access	A question was asked about how access to the south side of the airport would be affected.	Current access to the south side will not be affected. A right-of-way easement will not be created. 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.
Southside Access Road	There was much discussion about the placement of the access road.	The access road to the new maintenance and operations building will be entirely on airport property so that FAA funds may be used to construct it. UIC expressed interest in having their access road entirely on their property, which would allow them to develop both sides of the road.
Utilities	A commenter asked how utilities would be brought to the south side of the airport to supply the new facility.	The project team is working with the North Slope Borough and BUEIC on possible solutions to extend the gas line to the south side. Holding tanks are planned for water and sewage.



Schedule

September 2016
Construction of M&O
Facility begins



Meeting Notes



Barrow Maintenance Facility & Airport Improvements

MEETING NOTES

SUBJECT:	Barrow Maintenance Facility & Airport Improvements
PROJECT NO.:	ADOT&PF Project No. 62378
GROUP:	Public and Agency Stakeholders
DATE:	Thursday, July 9, 2015
TIME:	5 to 7 p.m.
LOCATION:	North Slope Borough Assembly Chambers
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	20 people signed in
MEETING MATERIALS:	Aerial photo with concepts, comment sheets, fact sheet, sign-in sheet
STAFF PRESENT:	<i>ADOT&PF:</i> Chris Johnston, Cristina DeMattio, Owen Coskey <i>Brooks & Associates:</i> Camden Yehle <i>UMIAQ:</i> Terri Mitchell, Emily Smyth

MEETING INFORMATION:

Attendees were greeted at the door, asked to sign in, and briefed on the meeting format. Two projects were represented at the meeting: the Barrow Maintenance Facility and Airport Improvements project and the Ahkovak Street Upgrade and Resurfacing project. These meeting notes document comments for the Barrow Airport project; comments about the Ahkovak Street project are documented separately.

At 6 p.m. a brief presentation was made about the Ahkovak Street project with questions and answers following. The audience was invited to ask questions about the airport improvement project as well and those comments are summarized below. The team responses are in *italics*. Prior to the public open house, the team met informally with North Slope Borough representatives. Their comments are included below.

- One person suggested saving money overall by burying the electric and main line gas at the same time on the route to the south side of the runway.
- It was asked if the planned south-side parallel taxiway was part of this project. *The south-side parallel taxiway is not part of this set of improvements, but it will be required by the Federal Aviation Administration before there can be any additional development on the south side of the airport.*
- A commenter wanted the team to be aware that there may be graves on airport property dating from the 1920 influenza epidemic. *The team is aware that there are graves on airport property. None are affected by the current project.*

- A question was asked about how the Airport Improvement project and the Ahkovak Street project are working together. *The two projects are close to each other but are not directly working together because there is no need to do so as they don't affect each other. The airport improvements project is funded primarily by the Federal Aviation Administration and the Ahkovak Street project is funded substantially by the Federal Highway Administration.*
- Several people expressed support for the project and would like to see it built as soon as possible.

Table 1. Meeting Outreach

Date	Outreach method	Description
06/19/2015	Postcard mailer	Inviting the public to the meeting
06/24/2015	State of Alaska Online Notice	Inviting the public to the meeting
06/24/2015 07/8/2015	Constant Contact email and reminder	Provide email invitation to the meeting to project stakeholders
06/25/2015 07/02/2015	Display advertising in <i>Arctic Sounder</i>	Inviting the public to the meeting
06/25/2015 07/09/2015	Twitter and Facebook posts	Social media posts on the ADOT&PF accounts inviting people to the public meeting
06/26/2015	Facebook ad	Advertised the meeting to Facebook users in the Barrow area
07/01/2015	Public service announcement request sent to GCI, KBRW-FM, and KBRW-AM	Sent with request to broadcast announcement inviting public to meeting
07/02/2015	Fliers	Fliers with meeting information were hung around town

Related documents on file:

- Boards
- Comment Sheet
- Display Advertising
- Fact Sheet
- Mailing List
- Postcard Mailer
- Project Graphics
- Public Service Announcements
- Sign-in Sheets

Sign In Sheets

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



PUBLIC MEETING

SIGN IN SHEET

Project Name: **Barrow Maintenance Facility & Airport Improvements, AKSAS Project No. 61435, 61706, 62378 and Ahkovak Street Upgrade & Resurfacing, AKSAS Project Number 60460, Federal Project Number 0002275**

Date: **July 9, 2015**

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
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Tim Russell	P.O. Box 448 Barrow AK, 99723	907-852-2009	M	W.
Suzana Montara	Planning PO BOX 69 BRW AK 99723	852-0333	F	W
WAT DUN	Planning	'	M	W
BOB STEWART	Planning	852-0320	M	C

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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Project Name: **Barrow Maintenance Facility & Airport Improvements**, AKSAS Project No. 61435, 61706, 62378 and Ahkovak Street Upgrade & Resurfacing, AKSAS Project Number 60460, Federal Project Number 0002275

Date: July 9, 2015

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
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Tim Rowe	timothy.rowe@northslope.org	0467	M	W
Vincent Nagrat	Vincent.P.Nagrat@North-slope.org	0234	M	N
Bonnie Villalon	Bonnie.Villalon@North-slope.org	0489	M	A
Morrie Lemen Jr.	Morrie.Lemen@North-slope.org	0489	M	W
WILEY WILHELM	WILEY.WILHELM@VICUMIAA.COM	273-1857	M	W
Bonnie Huddell	bmhuddell@alaska.edu	231-6145	F	AN

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Project Name: **Barrow Maintenance Facility & Airport Improvements**, AKSAS Project No. 61435, 61706, 62378 and **Akhvak Street Upgrade & Resurfacing**, AKSAS Project Number 60460, Federal Project Number 0002275

Date: July 9, 2015

NAME (PLEASE PRINT)	ADDRESS/EMAIL (to receive project notices, you MUST provide)	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
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Robin Kaleok	Robin.Kaleok@North-Slope.org	907-852 0234	M	AN
Shannon Espirza	shannon.esparza@north-slope.org	907-852- 0234	F	AN
Lucie Otto	Box 697 Brw. Ak 99723	852-2339	F	AN
LEEZA SAN JOSE	RAWN Alaska Barron Station LEEZA.SANJOSE@Flyravn.com	852-0477	F	H

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Comment and Response Summary



Barrow Maintenance Facility and Airport Improvements

IRIS # Z614350000, Z617060000, and Z623780000

Comment Response Summary as of August 17, 2015

The following document summarizes the comments received by email, telephone, and in-person by the Alaska Department of Transportation and Public Facilities (ADOT&PF) project team for the project. The majority of the comments outlined in the table below were verbally provided to project team members at public meetings on January 14 and July 9, 2015 and in response to meeting outreach.

Comment and Response Table

Comment Category	Comment	Response
Ahkovak Street	A question was asked about how the Airport Improvement project and the Ahkovak Street project are being coordinated.	The two projects are close to each other but do not affect each other. The teams coordinated outreach by combining one meeting.
Aviation Forecast	A commenter asked a question about how much more air traffic is expected at the airport.	Aviation growth will depend on community growth and industrial development. Both are difficult to predict. The team 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.	The team responded that the project 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 itself.
Budget	A commenter asked to team what the construction budget is for the project and when the bid response is due.	The construction budget is approximately \$???. The project is in the design phase and therefore not out for bid yet. Watch the ADOT&PF bid calendar at http://www.dot.state.ak.us/apps/contracts?ACTION=TENTAD&REGION_CODE=N&esp=0 for the project to come up on the Tentative Bid Calendar for Northern Region ADOT&PF.

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Erosion	An attendee expressed concern about infrastructure investments to the west and south of the airport because of the threat of erosion.	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.
Lease Lots	A question was asked what would happen if the U.S. Coast Guard (USCG) developed their own facilities.	If USCG decided to set up permanent facilities they would be responsible for the cost of those facilities. Currently the Barrow Airport Master Plan identifies a special use reserve, with the intent that area would be for USCG and/or Military use.
Lease Lots	Many people were concerned about congestion at the Alaska Airlines terminal.	ADOT&PF recognizes the congestion and crowded nature of the terminal and adjacent parking. ADOT&PF 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.
Maintenance and Operations (M&O) Facility	The 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.	The team responded that they had been informed that UIC would like to have their access road on their property so they can develop both sides of the road. FAA funding would not be able to be used for a joint-use road.
M&O Facility	One person asked why personnel living quarters are allowed as part of this project, when they are not allowed for Borough search and rescue personnel.	The FAA allows only airport specific search and rescue to have living quarters on airport property.
M&O Facility	Several people asked what would happen to the existing maintenance and operations building.	The building could be decommissioned once all equipment and personnel are switched over to the new building. A later decision would determine whether the building be demolished or sold at fair market value.

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M&O Facility	One attendee was concerned about corrosion of the deicing chemical storage tanks.	Non-corrosive deicing chemicals would be used and stored inside the M&O building in modern corrosion-resistant tanks. Typically, only about 200 gallons of the chemical solution are used per year.
M&O Facility	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.	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) needs 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.	Estimates show the project would use about half of the remaining material.
Material Sites	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.
Material Sites	A question was asked if ADOT&PF is investigating other material sites.	The team is looking at three other material sites south and east of Barrow.
Material Sites	One person suggested grading the ADOT&PF gravel site as a bike park for kids.	The team acknowledged this was a good idea, but reiterated that FAA funds can only be used for aviation purposes.
Other	A commenter wanted the team to be aware that there may be graves on airport property dating from the 1920 influenza epidemic.	The team is aware that there are graves on airport property. None are affected by the current project.
Scope	A commenter asked if the planned south-side parallel taxiway was part of this project.	The south-side parallel taxiway is not part of this set of improvements, but it will be required by the Federal Aviation Administration before there can be any additional development on the south side of the airport.

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Scope	An attendee asked if fencing is part of the project.	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.
Southside Access	A commenter requested that ADOT&FP look into creating a public right of way around the west end of the airport.	The team responded that it is procedurally difficult to add other components to the current project, like creating a right of way easement, because the project is FAA funded.
Support for Project	Several people expressed support for the project and would like to see it built as soon as possible.	The team acknowledged the comments.
Utilities	One person suggested saving money overall by burying the electric and main line gas at the same time on the route to the south side of the runway.	The team acknowledged the comment.
Utilities	A commenter asked how utilities would be brought to the south side of the airport to supply the new facility.	Holding tanks are planned for water and sewage. 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 for heat and possibly power. An attendee added that the gas leaving the gas field has been cleaned and could be used.