



# Wiley Post/Will Rogers Memorial Airport MASTER PLAN UPDATE

Executive Summary

**DRAFT**

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# Executive Summary

The Barrow Airport Master Plan Update is a comprehensive study of the airport. It compares the aviation demand with existing conditions and facilities to identify the need for future development. The plan describes development plans for the short (5-year), medium (10-year), and long (20-year) terms and provides the framework needed to guide future airport development cost-effectively while considering potential environmental and socioeconomic impacts.

This airport master plan is an update to the previous master plan developed in 2000. The first Barrow Airport planning document, the *Barrow Airport Development and Land Use Plan*, was completed in 1983. To assist in the development of this master plan update, three public meetings were held in Barrow, a steering committee was created, surveys were distributed to the public, and a project website was developed.

## Background

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Barrow Airport (BRW) is a state-owned, public-use airport that functions as a critical element of the transportation system of the North Slope. Barrow Airport provides regularly scheduled passenger air service to communities throughout the region, as well as the only regional connection to Ted Stevens Anchorage International Airport. In recent years, BRW has become increasingly important in the development of offshore oil and gas reserves, and as a base of assets for the US Coast Guard's efforts to monitor the Bering Strait.

## Facilities

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Future development at BRW was planned by translating the aviation demand forecasts (Chapter 3) into the specific type and quantity of facilities necessary to fulfill the needs at the airport (Chapter 4). Key recommendations include construction of new Maintenance & Operations facilities, expansion of the existing apron, additional leasing opportunities, and dedication of special land use areas for USCG.

To meet the identified needs, several alternative development scenarios were developed and analyzed (Chapter 5), culminating in the selection of a preferred alternative. Each alternative was evaluated using a set of criteria that included environmental impacts, safety, cost, operational efficiency, etc.

## Implementation

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The recommended implementation plan (Chapter 6) lays out the sequencing of the projected facility development needed to meet the airport's operational, safety, and economic development needs over the 20-year planning period. A summary of suggested projects follows.

Table ES-1 – Project Phasing and Estimated Costs

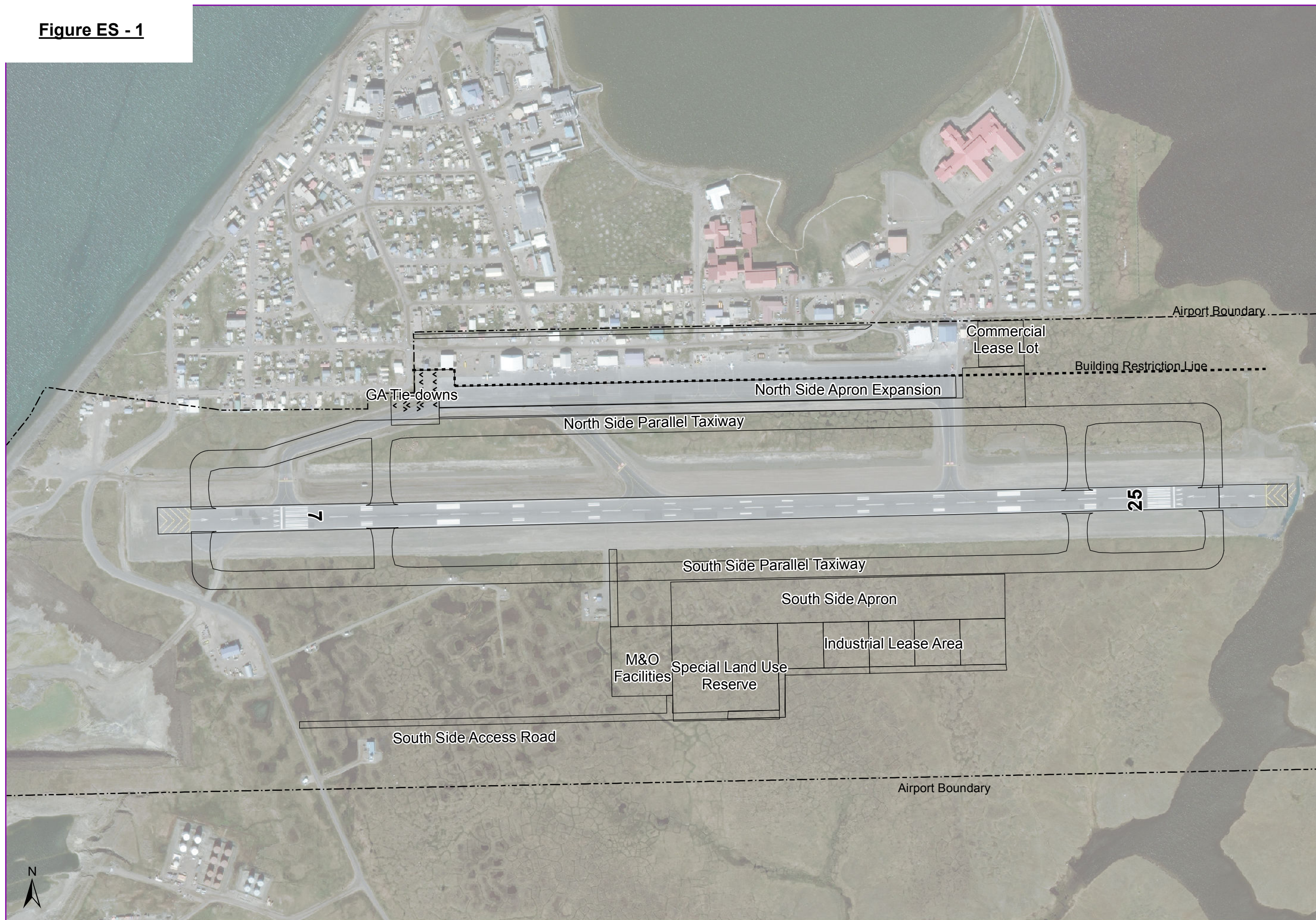
	Project Description	Total Estimated Cost (millions)
<b>Phase I: 2014-2019</b>		
<b>I-1</b>	Runway Repair	\$ 3.6
<b>I-2</b>	M&O Facilities	\$ 13.5
<b>I-3</b>	Apron Expansion	\$ 12.0
<b>I-4</b>	Stormwater Management Plan	\$ 0.1
<b>I-5</b>	South Side Parallel Taxiway	\$ 40.0
	<b>Phase I Total</b>	<b>\$ 69.2</b>
<b>Phase II: 2019-2024</b>		
<b>II-1</b>	South Side Apron	\$ 16.0
<b>II-2</b>	Master Plan & ALP Update	\$ 1.5
<b>II-3</b>	ARFF/SREB Expansion	\$ 1.5
<b>II-4</b>	Runway Repaving	\$ 12.0
	<b>Phase II Total</b>	<b>\$ 31.0</b>
<b>Phase III: 2024-2034</b>		
<b>III-1</b>	South Side Apron Expansion	\$ 10.5
<b>III-2</b>	North Side Parallel Taxiway	\$ 40.0
<b>III-3</b>	Apron Repaving	\$ 5.7
<b>III-4</b>	BRL Shift and Lease Lot Expansion	\$ N/A
<b>III-5</b>	Relocation of GA Tie-downs	\$ 1.3
<b>III-6</b>	Ahkovak Street Realignment and Lease Lot Expansion	\$ 13.5
	<b>Phase III Total</b>	<b>\$ 71.0</b>

The full implementation of the master plan recommendations would require a \$171.2 million commitment over the 20-year planning period. Based on current economic conditions and federal funding changes, implementation of the recommended improvements will require unique financing instruments with a keen eye toward leveraging every available funding source (Chapter 7).

As outlined in the master plan and the supplemental environmental report, there will be some environmental challenges related to any airport expansion. Of particular concern are the numerous wetlands throughout the area that will require impact mitigation and the prevalence of potential cultural sites that will require delineation and documentation.



Figure ES - 1



CONSULTANT:

PLANS DEVELOPED BY:  
PRC, INC.

PROJECT:  
Barrow Airport Master Plan Update

Barrow, AK

SHEET TITLE:  
Ultimate Airport  
Development Plan

DESIGN	PW
DRAWN	PW
CHECKED	RLC
DATE	NOVEMBER, 2011

PROJECT No.  
**12190FB**

SHEET NUMBER  
**1**

OF 1 SHEETS



